

# ALL HANDS

## DOING THEIR THING:

- Ocean-Racing
- Mountain-Climbing
- Parachute-Jumping
- Island-Hopping
- Boat-Building

NOVEMBER 1974







# ALL HANDS

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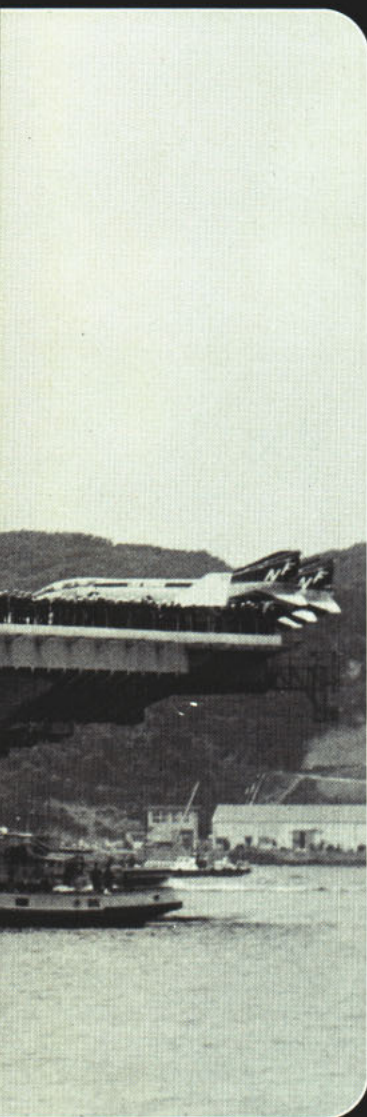
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Inside front: The carrier Midway (CVA 41), assisted by tugs, arrives back at her homeport, Yokosuka, Japan. Photo by PHCS William M. Powers.

FRONT COVER: Courageous and Intrepid battle for the right to compete as finalists in the America's Cup Competition. Courageous, with three Navymen in her crew of 14, went on to defeat the Australian contender, Southern Cross. Photo by ENS Char Jensen, USNR. For other examples of Navy men and women "doing their thing" while on leave or liberty, check the pages of this issue.

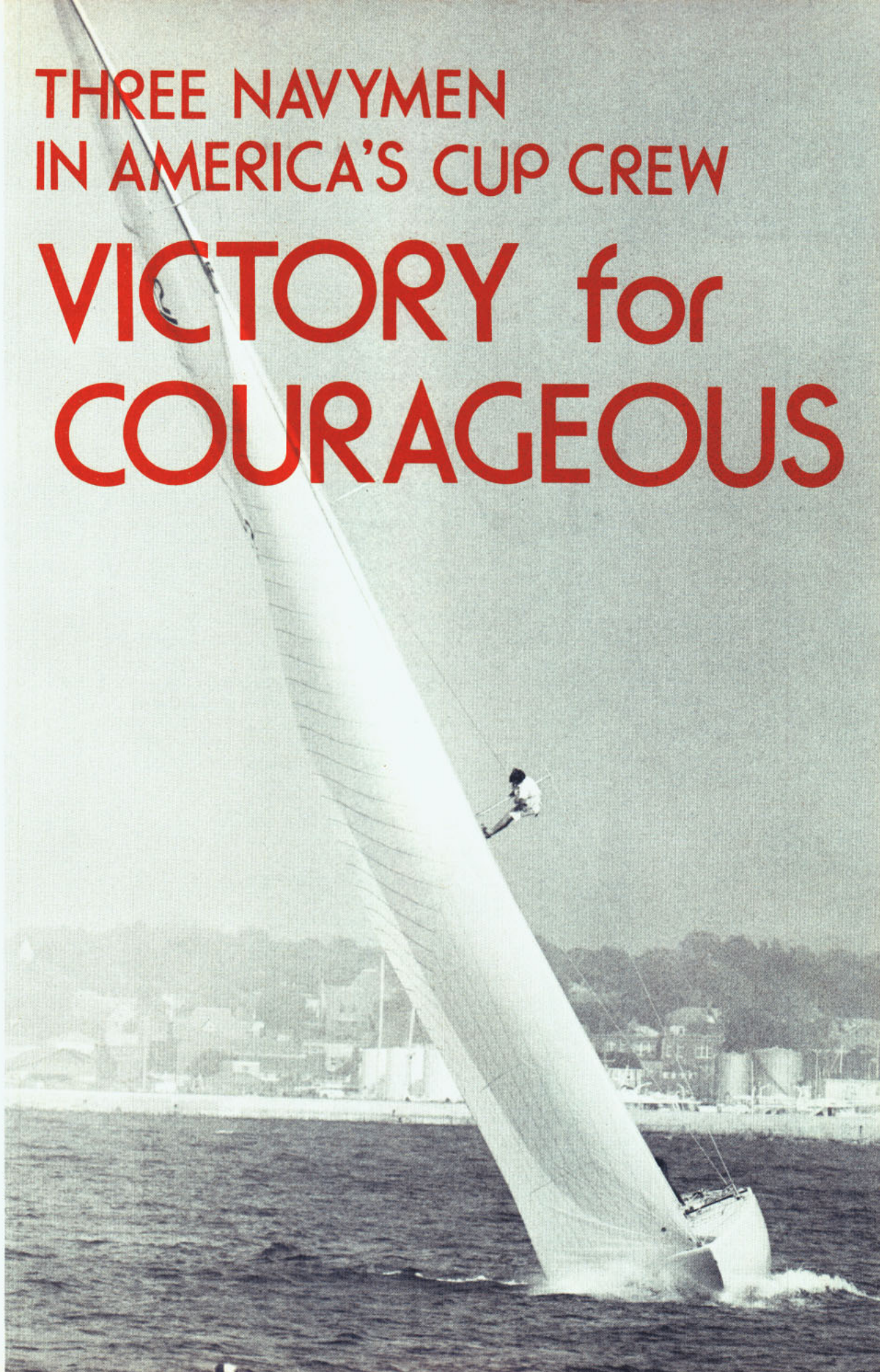
BACK COVER: Photo by ALL HANDS Draftsman 2nd Class Kenneth Cassady, USN.





THREE NAVYMEN  
IN AMERICA'S CUP CREW

# VICTORY for COURAGEOUS





In case you think it's a breeze to spend a summer as part of a crew in the America's Cup Race, think again. If anything, such a summer will go down in your book as perhaps the most grueling one in your life — as any of the three Navy officers who helped crew the winning yacht *Courageous* on Narragansett Bay this fall will tell you.

As members of the 12-man crew of *Courageous*, the three — Lieutenants (jg) Tom Ternes and Tom O'Brien, and Ensign Reggie Pierce — had something to be proud of just making a slot in *Courageous*. Sixty sailing enthusiasts from all over the nation vied for those billets.

And making it was just half the "fun." Each day's physical demands from there on in were massive. Reveille went each day at 0600, followed by a long jog to the *Courageous*' dock from Newport's Hammersmith Farm (where the crew was billeted). Between 0800 and somewhere around 0930, the 12-meter yacht was prepared for the day's sailing in Newport Harbor and out on the bay. Then, the next six hours were spent in actual sailing.

Back at the dock at the end of practice, the crew got *Courageous* out of the water and then spent about three hours on maintenance before they headed for evening chow. After that, a two-hour meeting was held to review the day's sailing and going over plans for the next day. Any wonder why the crew welcomed the 2300 curfew? Any wonder why *Courageous* was able to beat the Australian yacht *Southern Cross* in four straight?

As if their days weren't long enough, we also mention that many evenings were spent recutting sails and making changes which were designed to shave seconds off a day's run — the difference between first place and last in a two-boat race.

The important area of the winches was the particular domain of Ternes and Pierce, who were the "coffee grinders" aboard *Courageous* — that is, they operated those winches. The two winches control the huge jibs which are actually the yacht's "engines;" the drums, to which the jib sheets are attached, are in reality a part of the boat's throttle mechanism.

Working below deck (actually eight of the boat's crew worked in the hull), Ternes and Pierce responded to the shouted commands of the crew boss, who stood above them. Teamwork was the key to their success and it was the job of the "grinders" — as with everyone else aboard — to anticipate orders.

"For example," Ternes said, "eventually the crew boss would tense his leg muscles and that was signal enough to begin turning the winches."

Support, too, is essential, including the efforts of the people left behind on the pier when *Courageous* was running the 24.3-mile course. "Your 100 per cent is constantly being matched by their 100 per cent," O'Brien said. (→)

Facing page: Crewmember of America's Cup contender *Courageous* "tunes" the 12-meter sailboat's mast during practice session. Photo by JO2 Jerry Atchison.





What did one of the three officers say about being part of the crew? "It's the chance of a lifetime. If you get the chance, you just don't pass it up."

The three got their slots by beating out others in the running — all expenses involved being paid by the individuals themselves in the preliminary races for crew positions held last fall on Chesapeake Bay. Each of the Navy winners was a skilled sailor, yet they were chosen for their compatibility as well.

"When you spend literally every waking hour with each other, you've got to be able to get along," O'Brien said.

Pierce had duty at the Naval Academy helping to coach the varsity dinghy team. He had been sailing on Long Island Sound since he was eight years old. Ternes and O'Brien gained their sailing skills while at the Academy as midshipmen. Ternes skippered boats for three years in such sailing events as the Cape May-Bermuda race.

During their time at Annapolis, Ternes and O'Brien sought the expert advice of Peter Wilson and Steven Van Dyke, members of the winning 1970 crew. With the encouragement they received, they decided to try out for spots on the *Courageous* team.

Pierce was on temporary duty from the Naval Station, Annapolis, during the summer. Ternes was detached from his ship in the Mediterranean, escort research ship USS *Glover* (AGDE 1), and O'Brien was on temporary duty from the replenishment oiler USS *Wichita* (AOR 1).

Enthusiastically endorsing the Navy's policy which encourages competition in international sports. O'Brien said, "If you can qualify, the Navy will let you participate."

How big or important is the America's Cup Race? The event is in the same class, or on a par, with the World Series, the Super Bowl or the Davis Cup — to cite some examples. In fact, American sailing enthusiasts have been so determined that the cup will never leave these shores that it has been symbolically bolted to the table where it rests in the New York Yacht Club.

The U. S. has had possession of "the Cup" for the past 123 years, so it might seem only natural to keep calling it "America's cup." In reality, the trophy was named the America's Cup because a U. S. sailboat named *America* was the first to win it. The race was established as one of the features of the London Exposition of 1851. The cup was said to have an actual worth of something like \$500 when it was donated by Great Britain's Royal Yacht Squadron.

The promotion of sailing endurance and good seamanship has been a major aim of cup competition, and those qualities have been fostered by the rules in the America's Cup race. For one thing, any competitor has to make it to this country "on her own bottom."

Legend has it that a one-time president of the New York Yacht Club was asked what would replace "the Cup" if it were lost to a foreign yacht. "The skull of the



guy who lost it," came the answer. Ensign Pierce probably had this in mind when he said, "You don't want to lose it."

*Courageous* is 66.5 feet in length and her prominent feature is her 90-foot aluminum mast, to say little of her sleek aluminum hull. She carried the maximum amount of sail — 1750 feet — and just before the final series, she switched to new sails designed by her new skipper, Frederick E. Hood, of Marblehead, Mass. (who makes his living designing, building, and equipping racing yachts). The former skipper, Dennis Conner, was an expert with dazzling starts that usually left the competition muddled.

Hood proved himself as skipper in the finals, as did his crew. (Incidentally, Hood is himself a former Navyman — he left high school to join the Navy.) In the best four out of seven races, *Courageous* made it four out of four. Examples of her superiority and her crew's ability are the winning margins of *Courageous* in the four wins: 4 minutes, 54 seconds for the first race; 1 minute, 11 seconds for the second; 5 minutes, 27 seconds for the third; and 7 minutes, 19 seconds — or three-quarters of a mile — for the last. (Each race had to be completed in under 5½ hours or had to be rescheduled.)

Australia's *Southern Cross* was thought to be the most formidable challenger since the 12-meter class boats first sailed in the series in 1958. But by the end of the first race of the series — the 22nd holding of "the Cup" race — the experts were saying that she was completely outclassed by *Courageous*. Much could be said about the New York-built boat designed by Olin Stephens, but a lot of her credit was earned by her crew.

It's been a long, grueling effort for the Navy members of *Courageous*' crew — beginning with the first of 22 matches against the 12-meter yacht *Intrepid* on 24 June, the opening day of preliminary trials. The three — LTs (jg) Tom Ternes and Tom O'Brien and Ensign Reggie Pierce — have earned the right to be called "among the best" the sailing world has to offer.

In the last America's Cup races, which were also held off Newport, R. I., back in 1960, there were four Navy-men among the crew of the defending champion. In that year *Intrepid* represented the United States. The Navy-men were: Lieutenant (jg) Royal DuBose Joslin, USS *Puget Sound* (AD 38); Lieutenant (jg) Norris Strawbridge, communications officer of USS *Escape* (ARS 6); Seaman George Twist, Mine Flotilla Three, Long Beach; Seaman Richard N. Sayer, Officer Candidate School, Newport. *Intrepid* and her crew beat out the contender, also an Australian, in a four-out-of-five win.

So, for American Navy-men participation in the America's Cup races seems to be developing into another "Proud Tradition" — which is the theme of Navy's birthday celebration in its 199th year.

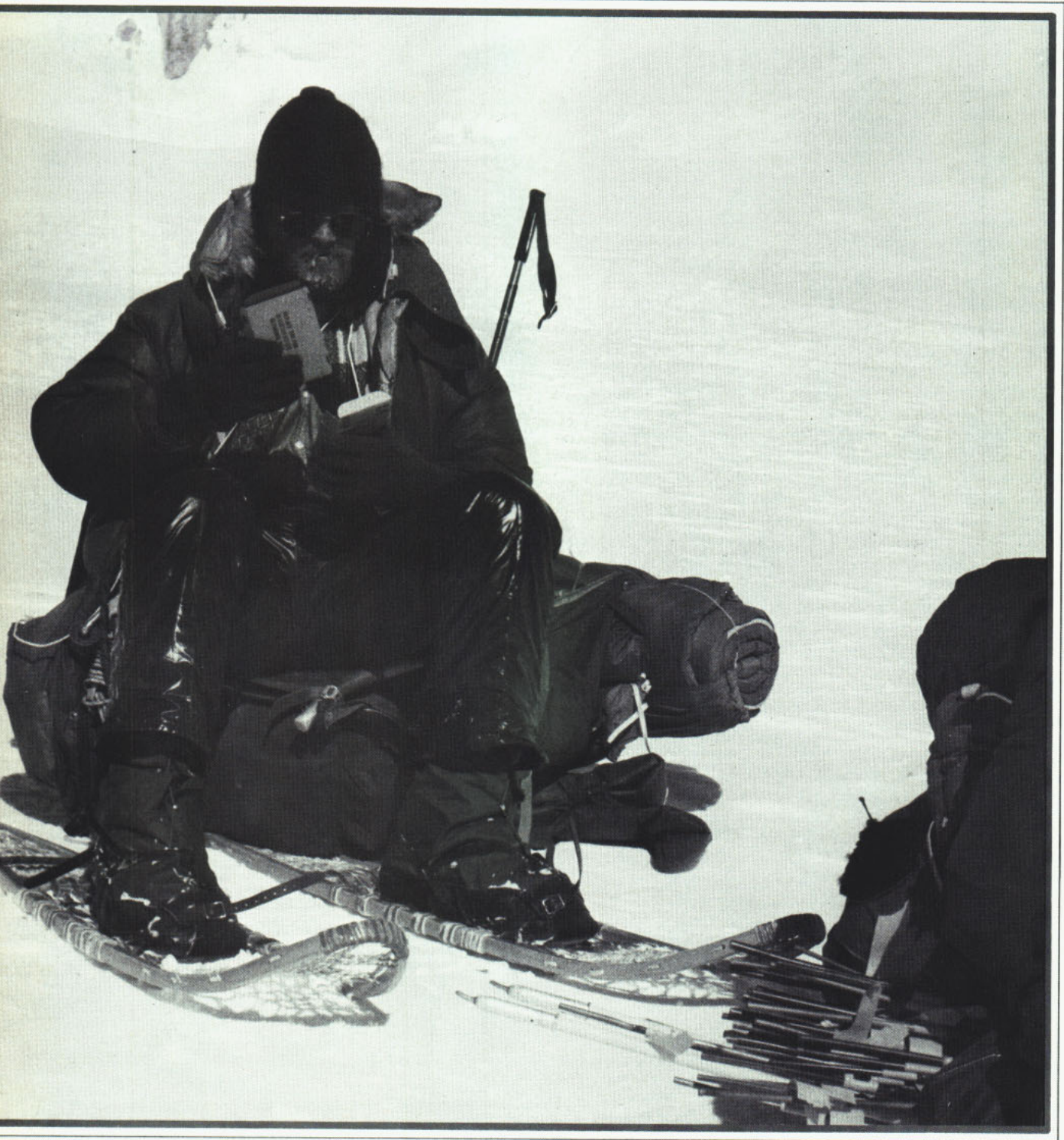
As Ensign Pierce said, when *Courageous* won the fourth race, "How sweet it is."

Left: ENS Reg Pierce, left, and LTJG Tom Ternes work "coffee grinders," the winches below decks that control the shape and position of the sails. Right: LTJG Tom O'Brien (center) talks sailing strategy in conference with "Courageous" designer, Olin Stephens (right). Photos by Ensign Char Jensen and JO2 Jerry Atchison.





# MOUNTAIN CLIMBER





There was just no way that Photographer's Mate 3rd Class Tim Gage was going to make it back to Washington, D. C., on time at the end of his leave. The weather was one thing — it was minus seven degrees and windy, even though it was in the middle of summer — but there was one problem of insurmountable proportions: Gage was at the 15,000-foot level of Alaska's Mt. McKinley.

Immediately, one would think that Gage was the victim of just not planning ahead. Trouble was he had planned ahead — even considering a possible blizzard or two — but it seems Lady Fate had a trump card she was holding in store. It's called pulmonary edema.

At this point it's well to add quickly that the respiratory ailment didn't strike Gage; it struck the leader of his seven-man team, Dr. Larry Heggerness, a dentist from Gig Harbor, Wash. Without warning the mountaineer was struck when the team was at the 18,000-foot level; the ailment can strike high-altitude climbers without notice. It can be fatal if not treated immediately with oxygen and drugs. The team had no choice but to abandon their attempt to reach the peak of the famed 20,320-foot mountain.

Calling for help, the team was told by the Alaska Rescue Group to get down to the 15,000-foot level in order to effect a helicopter pickup. Once at that level, however, rescue by the Air Force and the Alaska unit was delayed by bad weather. Luckily the stricken leader began to improve at the lower altitude.

Originally Gage and his teammates planned to climb the Taylor Spur-Pioneer Ridge route of Mt. McKinley but were forced to try the nearby Karstens Ridge because of poor climbing conditions.

"We had quite a few days that were sub-zero and during one storm it was  $-20^{\circ}$  with gale-force winds," was the way Gage described the climb.

So there was one of the staff members of the Washington, D. C.-based Navy Internal Relations Activity — 15,000 feet up the mountain, in blowing snow, in the middle of summer, and just about to run out of leave. Gage kept his cool in the low temperatures and possibly remembering the commercial that advises all "to call ahead," that's just what he did — he radiotelephone-patched the way to his Washington, D. C., command and voiced his request.

In the minutes remaining in his three-minute call, Gage asked the gang in the office how the weather was there — "95°, hot, humid with a smog alert," was the answer.

"Gee," answered Gage, "that's too bad. It's minus seven here, windy and clear."

He could afford to be smug at that point; his extension had been approved.





# Parachute Team

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Ensign Catherin Mills played a major role in celebrating the Spring National Drag Races at Spokane, Wash., this year. She did not win any races, but she probably reached 200 miles miles per hour under her own power.

ENS Mills is a member of Navy Parachute Team West (there is another on the east coast) and is a free-fall parachutist. As such, she can accelerate from a "slow" 120 miles per hour to a maximum of 200 mph. She is also the only woman attached to a military aerial exhibition team.

The West team originated in 1962 and is under the command of Commander Naval Inshore Warfare, in San Diego, Calif. All members are volunteers from either the Underwater Demolition Team (UDT) or SEAL Team stationed at the Naval Amphibious Base there.

Originally called the Leap Frogs, the 10-member team tours the United States demonstrating colorful aerial maneuvers to the delight of both young and old.

"We were on the road for more than 60 days last year playing mostly air fairs," said team member Chief Lou Boyles. "This will be our first drag race."

Each show they perform gives them a chance to present the Navy image in a new light.

"We are recruiters," stated Boyles. "When we put on our show the public sees the Navy not just as ships and planes, but as people involved in an exciting sport."

"They are amazed the Navy offers an individual a

**Right:** A member of the Navy Parachute Team West floats gracefully to earth. **Far right:** ENS Catherin Mills is the only female member of the two navy aerial exhibition teams.







chance to get into something as unusual as an aerial exhibition team," he added.

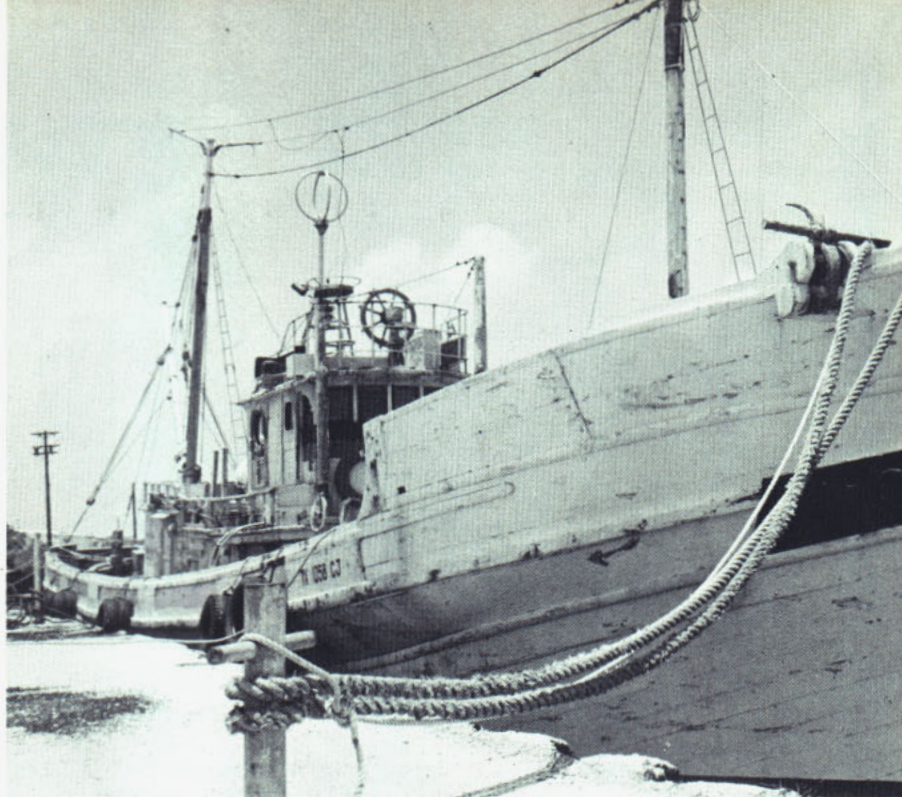
Using a variety of colorful parachutes, and with smoke canisters attached to their boots, the free-fall aerialists performed 8500 feet above the spectators at Spokane Raceway Park. Gracefully floating together and forming colorful designs, they made it look easy. They kept all 15,000 of the audience on the edge of their seats by waiting until the very last moment to open chutes.

Once on the ground, team members were questioned by many who wanted to know what else the Navy offered. Many new friends now look at the Navy in a little different light, thanks to those who recruit at 200 miles per hour — Navy Parachute Team West.

— Story and photos by PH1 J. A. Davidson



ISLAND  
HOPPING  
AIRDALES  
PILOT AN  
OLD FISHING  
BOAT



# Pacific Adventure



What do three flying sailors do in their spare time? They go on an ocean voyage to palm-fringed islands in the Pacific, of course. Sailing their own boat yet.

The three "airdales," AFCM Charles Corbett, ATC James Mulligan and ADJC "Herk" Jordan, along with BM2 Gilbert Chavez, are all members of Fleet Air Reconnaissance Squadron Three (VQ 3). The four-some recently completed an 18-day, Yokosuka to Guam voyage, which many times appeared hopelessly doomed to failure.

The trouble-laden, 1400-mile cruise aboard *Kim*, an ancient, timbered, 78-foot, diesel-powered fishing boat, started in Yokosuka, Japan, and almost ended before it began. A stern line broke in a storm and *Kim*, powerless because of a bad clutch, drifted to within a few feet of the rocks. With the help of the Japanese harbor patrol, however, the boat was towed in for repairs.

Once underway, *Kim* lay dead in the water four times with engine trouble. For two and one-half days a storm prevented the despairing crew from taking a celestial fix to determine their position and tossed 1600 pounds of ice among their supply of fresh vegetables, meat and — most important — their nine cases of beer. The crew subsisted on canned food until reaching port.

Unable to find their first scheduled stop and running low on fuel, the crew's morale soared when the island of Iwo Jima was sighted. While Chief Corbett, who is





owner of the boat, negotiated with the Japanese for fuel, Chief Jordan bargained for fresh vegetables and meat.

But fueling *Kim* proved a problem. Iwo had no docking facilities and the boat had to be moored to a buoy 600 feet offshore. The crew ingeniously linked lengths of garden hose together and commenced an eight-hour refueling operation.

Iwo marked the halfway point of the voyage and the crew soon sailed out to continue the trip. Luck and memories of Iwo Jima sustained *Kim* as she sauntered down the Marianas chain. After a quick stop at the Maug Islands, she sailed past Asuncion Island to Agrihan, in the Northern Marianas.

The entire population of the island — 85 islanders and two Peace Corps volunteers — turned out for a welcoming fiesta. A sing-along, featuring Chief Jordan and his banjo, made the tuba, a local alcoholic beverage made from coconuts, all the more palatable.

Keeping clean during the last part of the voyage was no problem. The inventive sailors simply filled a hold with fresh water and soap and let the rolling and pitching of the boat serve as an agitator.

Saipan was a welcome sight as *Kim* pulled in. The crew registered at a hotel, bought fuel and called their families for the first time in weeks. The voyage itself ended when the exhausted crew pulled into Guam's Apra Harbor a few days later.

Nowadays Chief Corbett spends his free time, not looking to the stars for guidance but frantically searching the island for equipment so he can sandblast and paint *Kim's* hull, in preparation for entry into the fishing business in Saipan.

Above left: The *Kim* was sailed from Yokusuka to Guam. Left: Mast of the *Kim*. Above: ATC James Milligan does some "cleaning up." Below: AFM Charles Corbett, the skipper, watches as ADJC "Herk" Jordan, the cook, prepares a meal. Photo on facing page by PH3 Scott Stuart.



— Story by LTJG Jerome Bierut



# SEA SCOUT SKIPPER

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Above: A day of sailing for Texas Sea Scouts.  
Right: Training also includes classroom instruction.  
Far right top: Sea Scouts enjoy "surf's up."  
Far right bottom: (L to R) Tom Tanner, Chief  
Ricardo Diaz, and Commodore Ralph Jones, head  
of the Sea Scouting program in the area.





Around the Harlingen (Tex.) Navy Recruiting Office, Ricardo Diaz is Chief Commissaryman Diaz; when off duty, to a group of local sea scouts, he's the "Skipper."

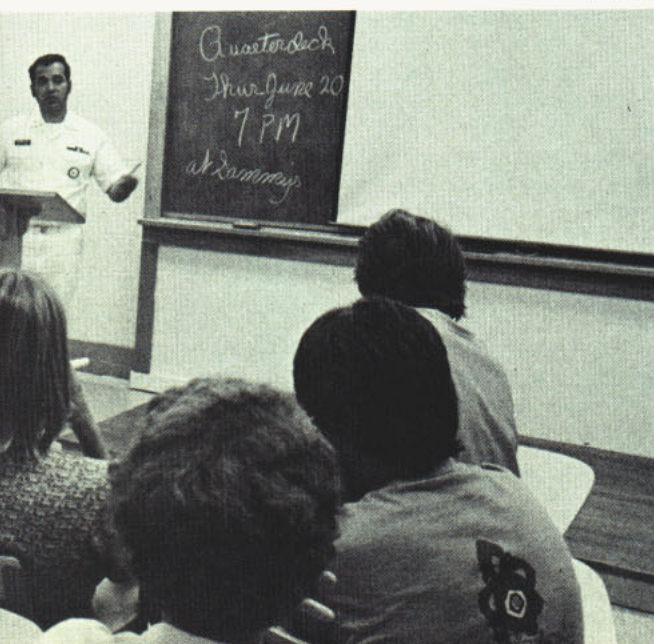
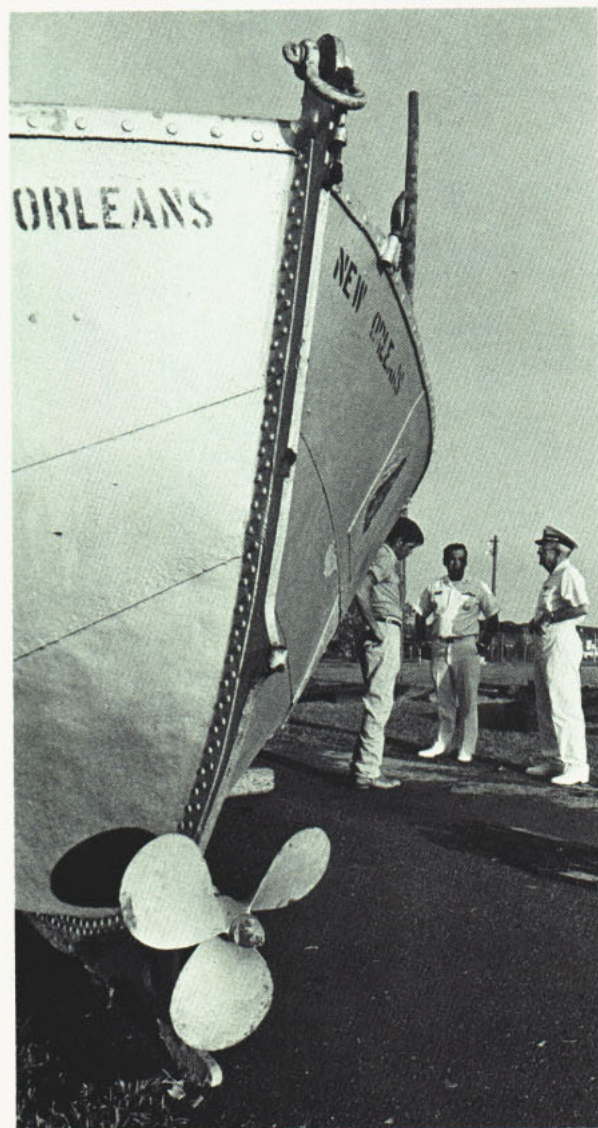
Chief Diaz received his off-duty title after helping to coordinate efforts to establish Explorer Sea Scout Ship 37, a scouting post which has generated considerable interest among Harlingen youngsters in recent months. Working with a local scouting official, Chief Diaz has seen the ship's crew grow to 60 young men and women in less than a year.

Sea Scouting women? Yes. According to the skipper, the organizers decided from the beginning that the program would be a coed "ship." Today, about 40 per cent of the membership are young women.

At first, weekly lectures were held only at the local Army-Navy Reserve Center where the scouts studied seamanship, sea traditions and rules of the road. Their activities were confined to simulated programs. Seeing a need for a training ship, Chief Diaz did some scouting of his own, locating a discarded 33-foot motor lifeboat from an old merchant vessel in a Brownsville, Tex., marine salvage yard. Receiving custody of the craft, a Harlingen citizen hauled the boat to where members of the local Naval Reserve could assist the scouts in removing the engine and converting the craft into a serviceable sailboat, suitable as a teaching platform.

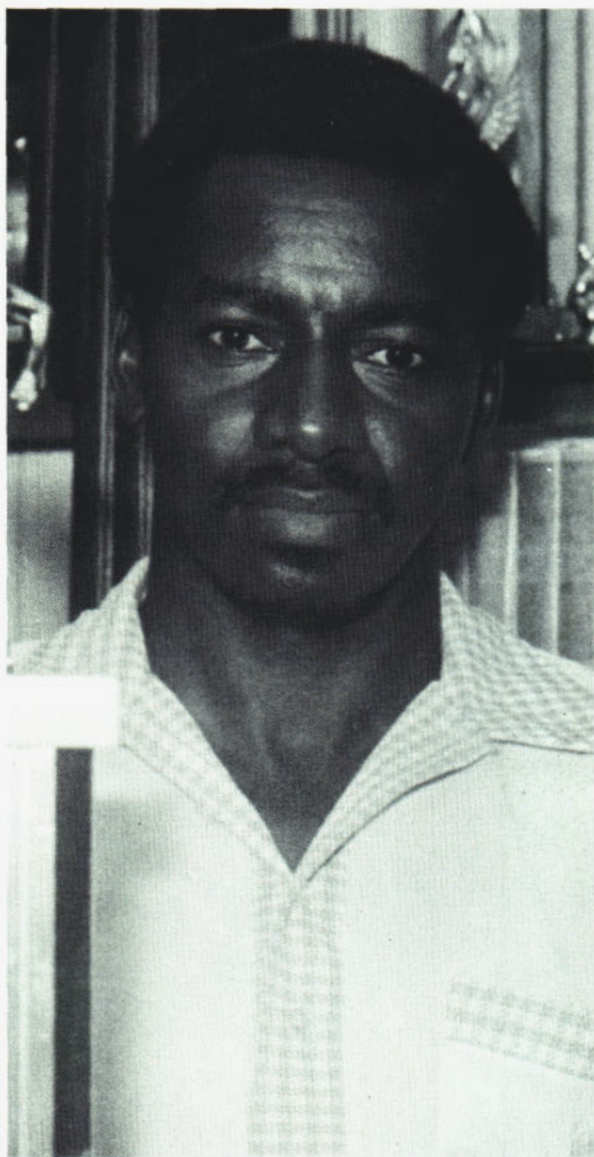
The enthusiasm of Chief Diaz and the young crewmembers of Ship 37 shows when they talk about their group and such activities. For Chief Diaz it means putting in extra hours with the scouts aside from his time-consuming Navy job. But, says the Navy recruiter, the combination of the seashore campouts, the mini-sailing regattas in the Gulf of Mexico, and the opportunity to teach young men and women the art of being responsible sailor-citizens has made the effort well worth it.

— Photos by PHC James E. Markham, USN





# NAVY COACH



He's never felt the electrifying charge of adrenalin in Olympic battle, or clashed in the collegiate athletic wars. He never even earned a letter in high school sports.

But for more than a dozen years, this Navyman has starred on the military athletic "battlefield," winning acclaim and friends round the world. Today, some 10,000 miles away from home, the 30-year-old Texan is using his athletic prowess to teach sports and promoting goodwill in the Republic of the Philippines. That's on a collateral basis.

He is Radioman 1st Class Jerome E. Roy, who earns his pay as a logistics coordinator at the U. S. Naval Station port services division at Subic Bay. Under his tutelage, the Subic Bay Naval Station's varsity basketball team and the women's volleyball squad, comprised of dependent wives, both enjoyed winning seasons.

"Both teams looked pretty good," he said. "The basketball team recently traveled to San Fernando, Pangpanga, about a 90-minute bus ride from the base to play the mayor's team. We beat them on their own court — and that's saying something because our guys were not accustomed to playing their style of basketball.

"I made quite a few friends in San Fernando, especially among the younger players after I came out on the court to play, everybody started clapping and cheering. I learned later it all derived from our pregame warm-up. I had been dunking the ball on my lay-up shots, and they really liked that."

The team also overpowered the destroyer tender *Piedmont's* squad. "It was a major achievement," Roy said, "because they usually have the best teams in the Western Pacific. Last year nobody could beat them, but this year we put together a team which gave them their just deserts and I didn't even have to play."

As for the women's volleyball team, it has defeated the team which was touted as the best on the base.

Before his present coaching endeavors, the soft-spoken Navyman coached two teams in the same intramural volleyball league — Port Services and the Teen Club squad. And in an effort to foster U. S.-Philippine relations, he is the one of two Americans playing on the Filipino-American team. Then, in his spare time, he plays on the Filipino Sealand team.

Roy came in the Navy as a Reservist in 1961 right out of high school. He joined, he said, "to see the world."

After recruit training, he went aboard the destroyer *Lyman K. Swenson*, homeported in Long Beach, Calif., where he first worked on the deck force and then was selected to be a radioman. After attending a 12-week course in code school, Roy found the ship's home port had been changed to Yokosuka, Japan, and "I started my traveling days."

Since then, the sailor-athlete has visited Puerto Rico, Japan, Hong Kong, Vietnam, Hawaii and Australia.

"I never went to the Navy's class 'A' school. I used naval training manuals and everything else I could get



my hands on. I really had to study hard to compete with those guys who had received formal training. It's a good feeling to know that you can hack the program if you apply yourself," he said.

Since then, Roy and his wife, Louise, on duty and off, have garnered a room full of trophies. "They are everywhere," she says, "all over the house." There's one for just about every sport you can think of — football, basketball, softball, bowling, tennis and volleyball. Jerome Roy has no intention of letting up, either. He plans to continue gaining trophies and teaching good sportsmanship and promoting goodwill in the Republic of the Philippines.

— Story by JO2 Howard Watters

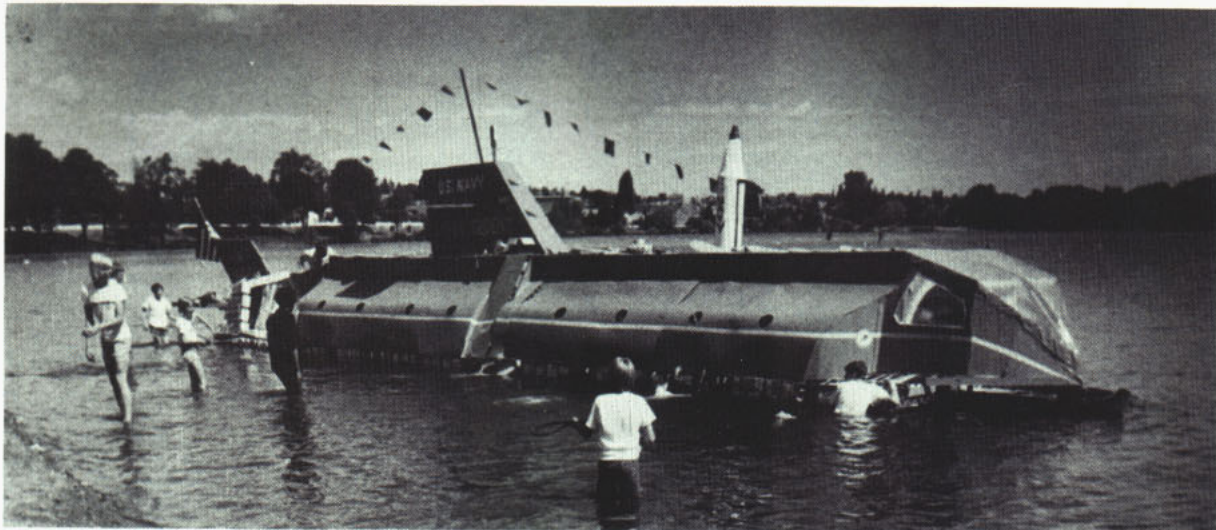
— Photos by JO2 Watters and LCDR A. R. DeMarco



Left: Radioman 1st Class Roy. Below: A pep talk for his basketball team. Right: Roy at Subic Bay.







## Milk Carton Submarine

# USS "UDDER" TRIDENT



"Welcome, Seabee Reservists, to AcDu training. During your two-week cruise this year you are going to build a submarine."

"Ah, sure thing, captain. Can do — I guess."

In typical Seabee style, they did do. She's not what you would call your ordinary, everyday, run-of-the-mill fleet SSBN though. Her primary flotation system is composed of one-gallon milk cartons — over 1000 of them. Nor will she submerge, unless of course her "tanks" spring a thousand leaks. Then, of course, she won't surface either.

Named "*USS Udder Trident*," she was built by Navy recruiters and eight members of Reserve Construction Battalion 18 for the Seattle, Wash., Seafair's Third Annual Milk Carton Boat Race. The sleek, blue, cigar-shaped boat was designed by Patrick L. Magnusohn, a prominent local architect.

Construction of the 60-foot, three-ton vessel began with the building of a wood frame. Next, milk cartons, donated by Seattle area residents, were sealed with hot wax and fastened to the frame's base. The main engines, 10 (human-powered) paddle wheels, were then installed and the framework covered with cardboard sheets. The job completed, a coat of blue paint and gold trim topped it off.

Nine days after construction started, *Udder Trident* was launched and taken out for her "builder's trials." Gleaming in the morning sun, she moved slowly away from the dock and cautiously "steamed"



across the calm lake. "Okay, now let's really turn those paddle wheels," shouted Patrick Magnusohn, who skippered the vessel during the test run.

*Udder Trident's* human propulsion system strained to get maximum speed out of her. The paddle wheels spun and she gracefully moved ahead "on all 10," maneuvered a few hundred yards offshore, went around the lake once and returned to the launch site.

"I think we made almost .08 knots," smiled Magnusohn. "After some minor modifications to our propulsion system and the nose structure, we were ready for the big race."

Eight more paddle wheels were added.

The human propulsion system for the race itself was provided by area high school students. Seattle recruiters had no trouble finding enough volunteers and 30 were finally chosen for a main crew along with a relief crew.

"This is why we became involved," said Lieutenant Ted Wolfe of Navy Recruiting District Seattle. "We wanted to generate youth involvement with a Navy-sponsored project and to search out and find that special individual the Navy needs."

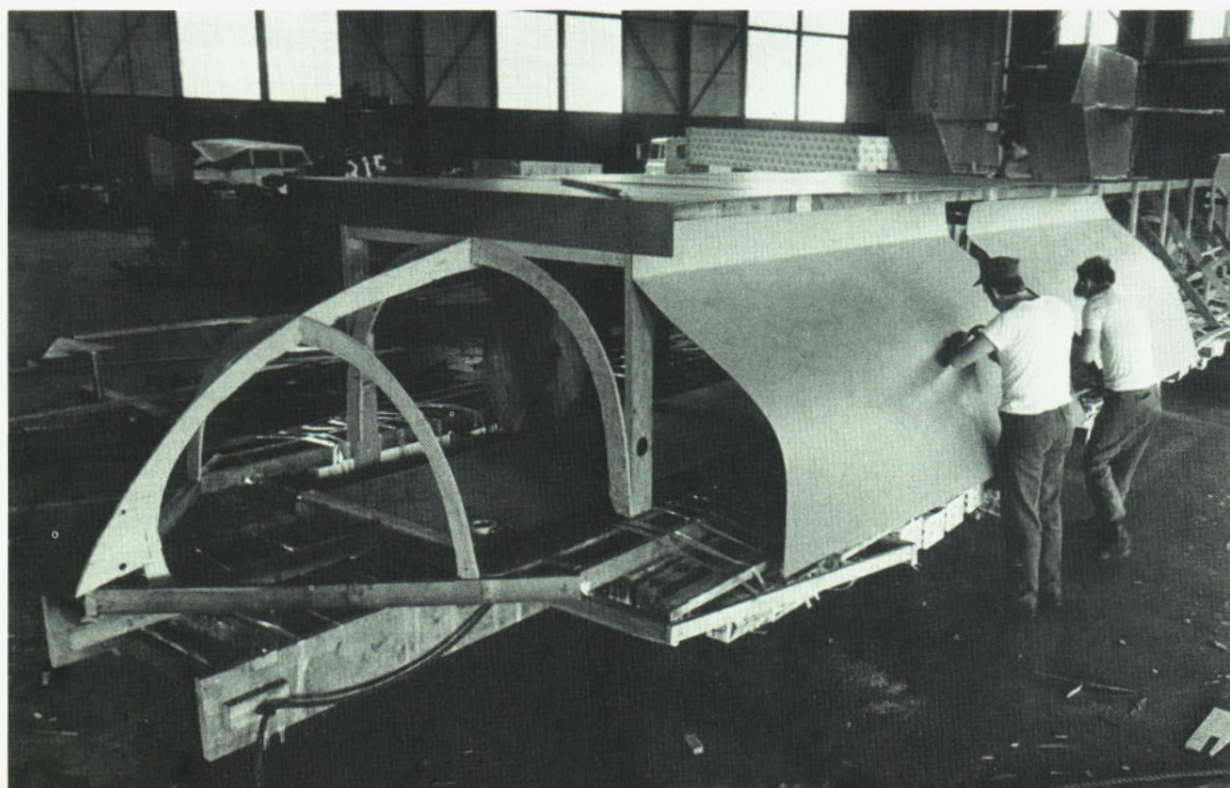
More than 15,000 people came out to watch the races. At the close of the two-day event *Udder Trident* was given the Grand Seafair Award. The trophy, which will remain in the Seafair offices, is a five-gallon milk can with an engraved silver plate attached. It is awarded annually by Seafair for the best use of milk cartons, and for the most unusual construction and design of a milk carton boat entry.

Navy recruiters hoped to display *Udder Trident* during the Seattle Seafair Gold Cup Hydroplane race, and at other locations throughout the year.

— Story by JO1 L. W. Austin and PH1 J. A. Davidson  
— Photos by PH1 J. A. Davidson



Above left: The completed USS *Udder Trident*. Left: LT Ted Wolfe was one of 10 providing the human propulsion using paddle wheels. Above right: The designer, Patrick L. Magnusohn (seated) explains a design feature to LT Jim Chaffin (center) and UT1 Douglas Adolphson. Below: Construction of the USS *Udder Trident*.







# USS LaSalle visits South

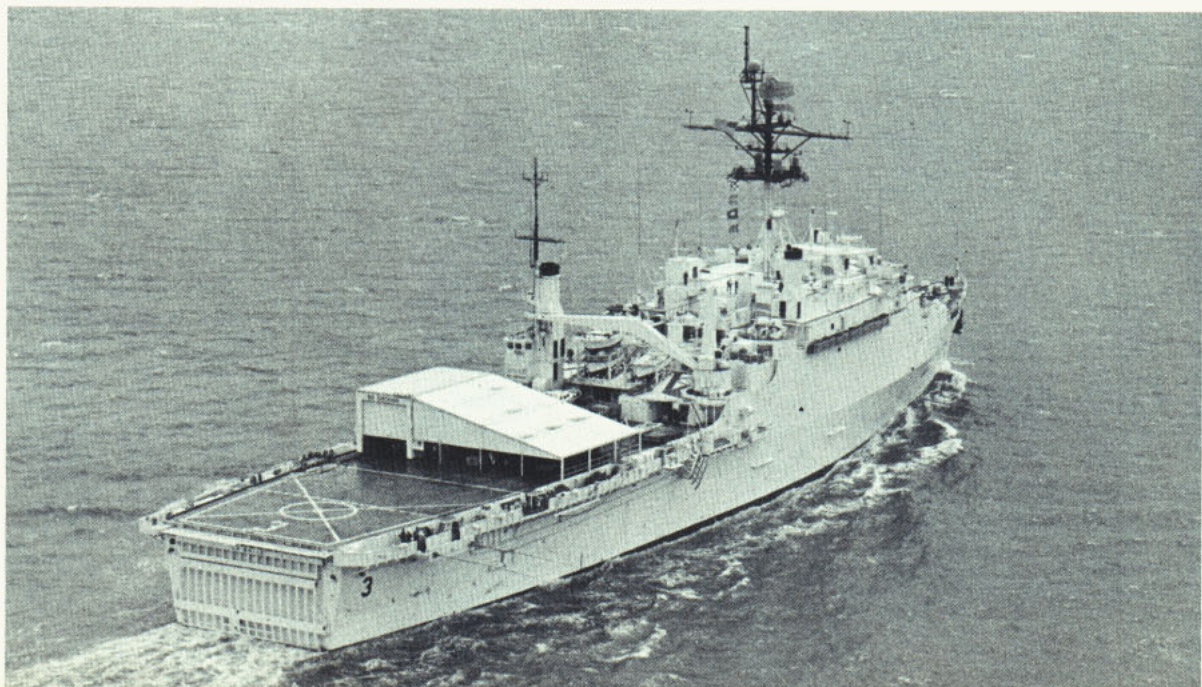
As the gleaming white *La Salle* sailed into the Male Atoll, it all seemed quite like a doorway to a Gauguin painting. This was the Maldive Republic, approximately 300 nautical miles southwest of India. *La Salle's* visit was a 34-hour episode in an unforgettable tropical atmosphere.

With the arrival of the Honorable Christopher Van Hollen, the American ambassador to Sri Lanka (also accredited to the Maldive Republic), *La Salle's* short visit got off to a flying start. When the liberty boats were launched, the half-mile trip to shore resulted in a unique traffic jam as eager crewmembers headed for Male, capital of the Republic and the neighboring island of Hulule.

The south seas atmosphere was a pleasant welcome. Male is noted for its rare and unusual seashells, displayed in shop after shop. Other popular items were tortoiseshells and local boat models fashioned from bamboo and teak. Some liberty parties visited the airport island of Hulule.

That evening *La Salle* hosted some 60 local dignitaries for shipboard tours, dinner music by *La Salle's* rock band, "Greenfields," a buffet and a showing of an outdoor movie. *La Salle*, herself, awed guests by her size; the biggest tourist hit was the ship's closed-circuit television station, WSAL, airing another movie. Many of the guests had never seen television before.

Next day, in front of the prime minister's office, a plaque showing a radio antenna strung between two palm trees was presented to Prime Minister Ahmed





# Male Atoll

# Sea Liberty

Zaki. Twenty radio sets, along with the necessary assembly parts for immediate use, and a 20-foot tower capped by a wind generator, were all given to the people of Maldivé.

Later *La Salle* crewmembers conducted chess battles with the local experts. *La Salle's* players were practically swept off the boards as they took retreating, defensive positions. In other competition, *La Salle* lost at volleyball, 3-2; won at basketball, 54-24; and lost at soccer 7-3.

*La Salle's* visit to the Maldivé Republic was the first by a U. S. ship in two years. The flagship of Commander Middle East Force, it is homeported in Bahrain on the Persian Gulf.

— Story by MM3 T. A. Tomer  
— Photos by MM3 Tomer, FTG2 M. Craft,  
PN3 L. Hight, FTGSN Motzenbacker



Facing page: Top: *LaSalle* sailor with fresh coconuts. Bottom; USS *LaSalle*.  
Left: Sailor bargains with Maldivian boy for model boat. Above: Maldivian fishing boat bringing in the day's catch.



Having a Ball...

# LITTLE CREEK BOWLING CENTER

Navy men and their wives at Little Creek Naval Amphibious Base have decided that their command is really on the ball. They're speaking not only of its day-to-day operations, but of its recreation activities, including a brand-new bowling alley.

One of the largest bowling centers built for a military installation, it boasts a cocktail lounge, snack bar, con-

ference room for league meetings and a pro shop — plus 32 lanes.

The recently dedicated bowling center, which cost \$1.5 million, was financed by a grant from the Bureau of Naval Personnel, a loan and by the application of local nonappropriated funds.

Sound management and steady promotion by the







Amphib Base's Recreational Department have brought about an upswing of bowling interest in recent years. With the increased enthusiasm generated, it is anticipated that the loan will be self-amortized — paid for — within the next seven years.

The bowling center has new "solid state" pinspotters, coupled with an equally innovative ball return system that should dramatically increase the average number of lines bowled daily in each lane — and cut down on waiting time for the bowlers.

Navy keglers will appreciate other features offered by the solid state pinspotters. Instead of the table falling quickly to grab the pins while they're still teetering, a built-in delay allows extra moments for those wobblers

to drop. Some bowlers do need that extra little touch.

The Amphibious Base commanding officer, Captain R. A. Bihr, officiated at the dedication ceremonies and welcomed the distinguished military and civilian guests. (Patty Costello, named 1972 Woman Bowler of the Year, was on hand to offer Amphib Base rollers a few pointers.)

Vice Admiral Frank W. Vannoy, former ComPhib-Lant and well known locally as an avid bowler, was honored with the chance to roll out the first ball (specially inscribed for the occasion). The admiral's second roll was a wonderment for the eyes. Even a national champion couldn't put more on a ball.

— Phil Villa-Lobos

Left: CAPT R. A. Bihr, commanding officer, Little Creek Amphibious Base.  
Above: Families enjoy spacious bowling center on opening night.



You earned it;

Enjoy your

LEAVE

and

LIBERTY

All work and no play — well, you know what that does to people. Everybody needs a vacation once in a while.

The Navy realizes that nobody can keep up the rigorous routine of deployment, or even dull days of office paperwork without a break. A service member who didn't get some time off occasionally would become so tired and stale that he couldn't be of much use to himself, much less to his service.

In July, the Master Chief Petty Officer of the Navy, John D. Whittet, in his regular ALL HANDS article said, "‘Work-aholics’ are familiar figures throughout the fleet, easily recognizable as individuals who work ‘full steam ahead’ all year long, using as little annual leave time as possible. Although these men and women are normally considered assets . . . medical authorities have revealed that rest periods away from duty provide benefits to morale and motivation — two keys in maintaining maximum efficiency."

MCPON added, "in the long run, it's for our own good to have a time for work and a time to relax."

Department of Defense has recognized this need to get away from it all. A new directive, DOD 1327.5 issued in July encourages military personnel to use their earned leave and liberty benefits.

DOD officials, in the directive, state that proceed time counts as duty days and is not intended to "serve the needs of . . . check-out and check-in procedures with military personnel offices, security and pass offices, billeting offices and public quarters clearance, and the like, which are military administrative requirements to be appropriately provided for during normal working hours."

Currently, payment for unused leave is costing the Navy far too much in funds which could be diverted and used in other areas.

Liberty is time off you receive when you aren't in the duty section or restricted to a ship. It's usually just overnight or a for a weekend — the latter known as a "48" for the number of hours it lasts. Under special



circumstances, however, COs can authorize "72s." Liberty is not charged to your leave account.

Leave is an authorized absence from duty that is chargeable to your account. Every Navy man and woman on active duty for more than 30 days (except for periods of "bad time" e.g., confinement) earns leave at the rate of two and a half days per month or 30 days per year. You may take the leave you have earned, plus a limited amount of leave you haven't yet earned any time your CO approves.

There are different "kinds" of leave. They consist of earned leave, advance leave, excess leave, sick leave and emergency leave. These classes are:

- **Earned leave** — number of days' leave you have earned but not used. For instance, if you had been on active duty for one year (earning 30 days of leave) and had taken 14 days of leave during that time, you would have 16 days of earned leave "on the books."

- **Advance leave** — number of days of leave you can expect to earn during remainder of your current enlistment. Usually, you can take a certain amount of your advance leave. For instance, in the above example, you might take 30 days — 16 earned and 14 advance — as long as you have enough obligated active service to earn back those 14 days. Taking advance leave puts your account "in the hole" with a minus balance until you serve long enough to earn the advance leave time back.

- **Excess leave** — time granted exceeding the amount you could expect to earn in your current enlistment. It is granted only for emergencies.

- **Sick leave** — authorized absence from duty while you are under medical care, not charged to your leave account.

- **Emergency leave** — granted when military situation permits, if there has been a death in your immediate family, if your return home will contribute to the welfare of a dying member of your immediate family, or if your failure to come home would create a severe and unusual hardship on you or your family. Emergency leave is governed by some special rules: nature of the emergency must ordinarily be verified by the International Red Cross.

How much liberty you may be authorized is up to your CO. But the Navy has issued broad guidelines.

For example, Navy personnel who stand duty on legal holidays, while their ship is in port, are now given a compensatory day off during the regular work week.

You may take your regular annual leave any time as long as your CO decides that your absence won't affect the mission of the unit. Sixty days at a time can be taken as long as no more than 30 days are advance leave.

How do you figure out how many days you'll be charged? There are two simple rules: the day you check out does not count as a day of leave; the day you check in doesn't count as leave if you return by 0900, but does count if you check in after 0900.

There is a limit to the amount of leave you can save. You can have no more than 60 days on the books at the beginning of each fiscal year (1 July), on your first extension of enlistment, or on discharge or separation. Any leave accumulated over 60 days is lost. There is one exception: members in hostile-fire areas are allowed to accumulate up to 90 days' leave on the books without losing any.

In case of a minus balance at the end of your enlistment, what happens depends on the circumstances. If you're leaving active duty, or reenlisting within three months of your normal EAOS, your final paycheck will be docked for the amount of leave you owe. However, if you're reenlisting more than three months early, or if you're discharged early to accept a commission or warrant, your minus balance will be carried over to your new service record.

You are never allowed to exceed a minus balance of more than 30 days, except in the case of emergency leave, in which the limit is 45 days. When your enlistment ends, if you have a plus leave balance (as almost everyone has), you may be paid for your unused leave — or if you're reenlisting immediately, you may choose either to be paid or to carry your leave balance over to your new enlistment. However, as we said above, the emphasis now is to use the leave, not build it up for pay purposes.

So, whether it's an evening, overnight or weekend liberty, or 30 days of leave, reaped benefits include increased work output and higher morale.

— JO2 D. Matthews



# OPERATION: KANGAROO ONE

## 'Gator Navy'



Lying poised under a hazy mid-June sky in Queensland's Shoalwater Bay, the "Gator Navy" was ready to strike in Kangaroo One, largest multination, multiservice peacetime exercise held in Australia.

Sailing through the Coral Sea, the seven-ship amphibious task group of 2300 sailors and nearly 2000 embarked marines had rendezvoused in the remote bay 500 miles north of Brisbane to launch an amphibious landing as their role in the exercise.

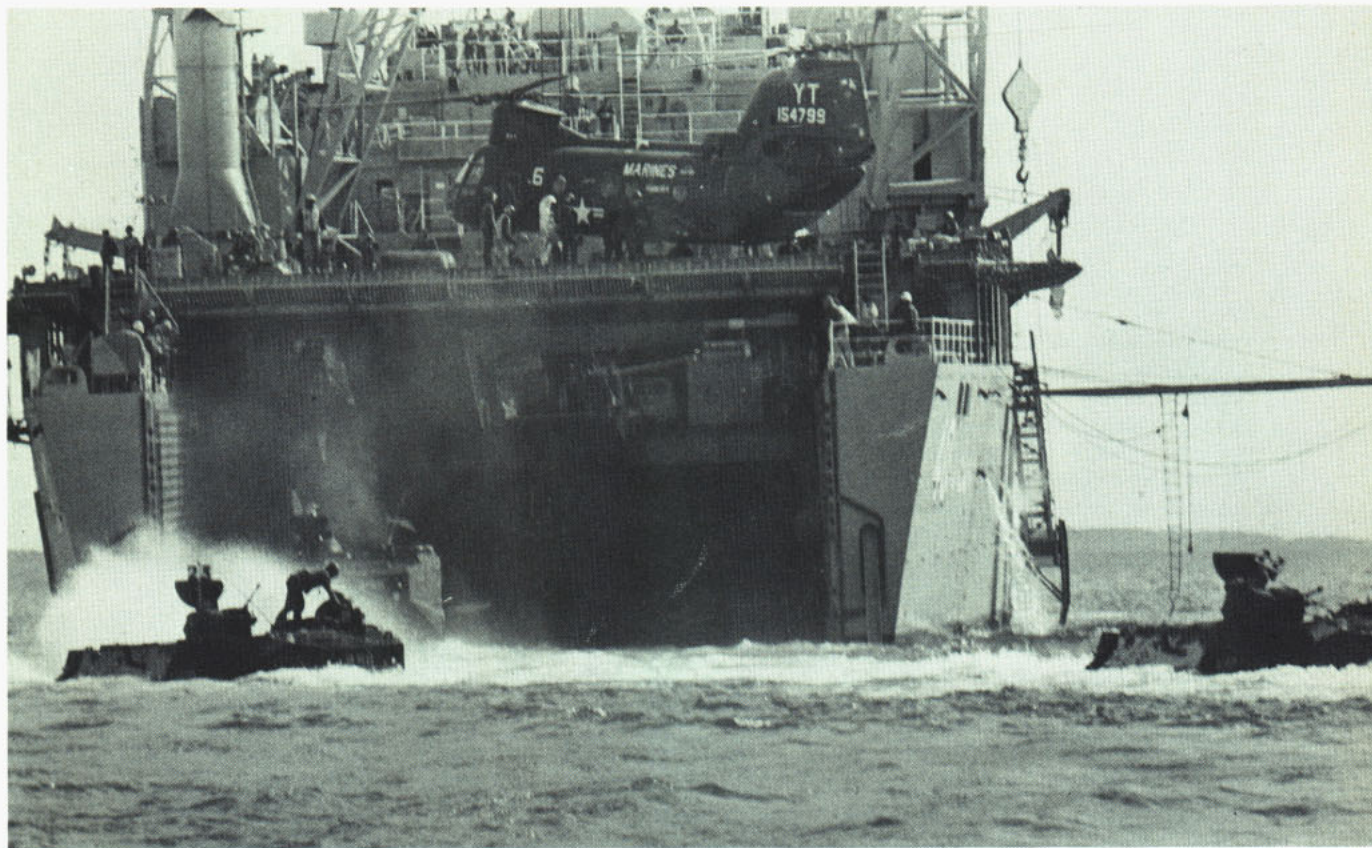
Minesweepers and mine hunters of the Royal Australian Navy led the U. S. group into Shoalwater Bay after clearing a simulated minefield. The group consisted of the amphibious transport dock USS *Juneau* (LPD 10), dock landing ships USS *Alamo* (LSD 33) and USS *Fort Fisher* (LSD 40), and the tank landing ship USS *Bristol County* (LST 1198). Commander of the task group, which also included USS *Waddell* (DDG 24), USS *Gurke* (DD 783) and USS *Bausell* (DD 845), was Captain William H. Meanix, commanding officer of *Juneau*.

During the course of the 14-day exercise this past summer, some 38 ships, more than 120 aircraft and

Above: Australian C-rations are delivered aboard USS *Juneau*. Right: A landing craft "parks" on beach. Facing page top: USS *Fort Fisher* launches amphibious landing craft. Facing page bottom: Simulated obstacle mines are detonated.







15,000 personnel from the four participating nations saw action in a variety of military maneuvers. Early in the exercise, the amphibious task group played a giant game of tactical hide-'n-seek in the Solomon Sea east of New Guinea and south of New Britain in an effort to avoid simulated air, surface and submarine attacks by British, Australian and New Zealand warships.

Then the signal came: "Land the landing force."

Landing craft and LVTs from the well decks of *Fort Fisher*, *Alamo*, *Juneau* and *Bristol County* moved into the bay. Like mother hens, boats from *Juneau* lined up the landing craft and LVTs in columns and guided them in assault waves toward the beach 3000 yards distant.

Strategists in the primary control ship, *Fort Fisher*, and in the task group command, *Juneau*, monitored the landing force's advance to the beach, radioing orders to the craft as they plowed through the surf. As the assault craft approached, SEAL and Underwater Demolition Teams swam in ahead and exploded simulated obstacle mines in the surf line.

A salvo of blank rounds boomed from the guns of the destroyer *Gurke*, followed by simulated strafing runs over the beach by fighter aircraft launched by the Australian aircraft carrier HMAS *Melbourne*.

In a coordinated effort, the landing craft and LVTs rolled onto the beach and U. S. Marine Corps helicopters flying overhead started shuttling troops to prearranged landing zones inland. Leathernecks of the 33rd Marine Amphibious Unit, commanded by Colonel LaVerne Larson, scrambled from the landing craft and LVTs, charged across the sand and scattered into rug-





# Gator Navy

ged bush.

The U. S. Navy's Beachmaster Unit One, Hotel Team, from Coronado, Calif., assumed traffic control duties on the beach directing succeeding waves of various amphibious vehicles, weaponry and support equipment throughout the afternoon. Later, Assault Craft Unit One and *Bristol County* teamed to place a causeway on the beach under cover of darkness to facilitate the movement of marine support vehicles and equipment ashore.

Kangaroo One officials termed the precision amphibious landing by the U. S. Navy-Marine Corps sea-air-land team of the naval amphibious task group the highlight of the exercise. And, in terms of the technical aspects of the U. S. Navy-Marine Corps team amphibious concepts, the landing was an unqualified success.

During the final five days of the exercise, a 1500-man contingent of U. S. marines and army troops

from Australia, New Zealand and the United States clashed in the bush with an "enemy" force while the U. S. Naval Amphibious Task force remained stationed offshore to provide tactical support.

While the marines were engaged in mock battle ashore, the three U. S. destroyers *Waddell*, *Gurke*, and *Bausell* joined British, Australian and New Zealand combatants in Shoalwater Bay patrols to protect the amphibious task group from simulated patrol boat and submarine attacks. Each of the U. S. destroyers also took a turn at naval gunfire support.

Following Kangaroo One, the U. S. Navy Ships made port calls at several cities, including Sydney. "Gator Navy" had success in the exercise and also gained new friends "Down Under."

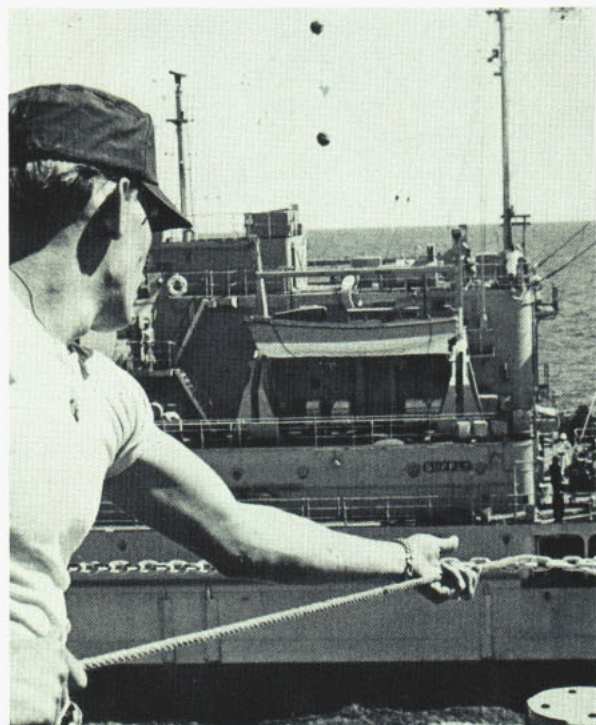
— Story by JO1 Mike McGougan  
— Photos by PH1 John R. Sheppard  
PH2 Richard C. Grant





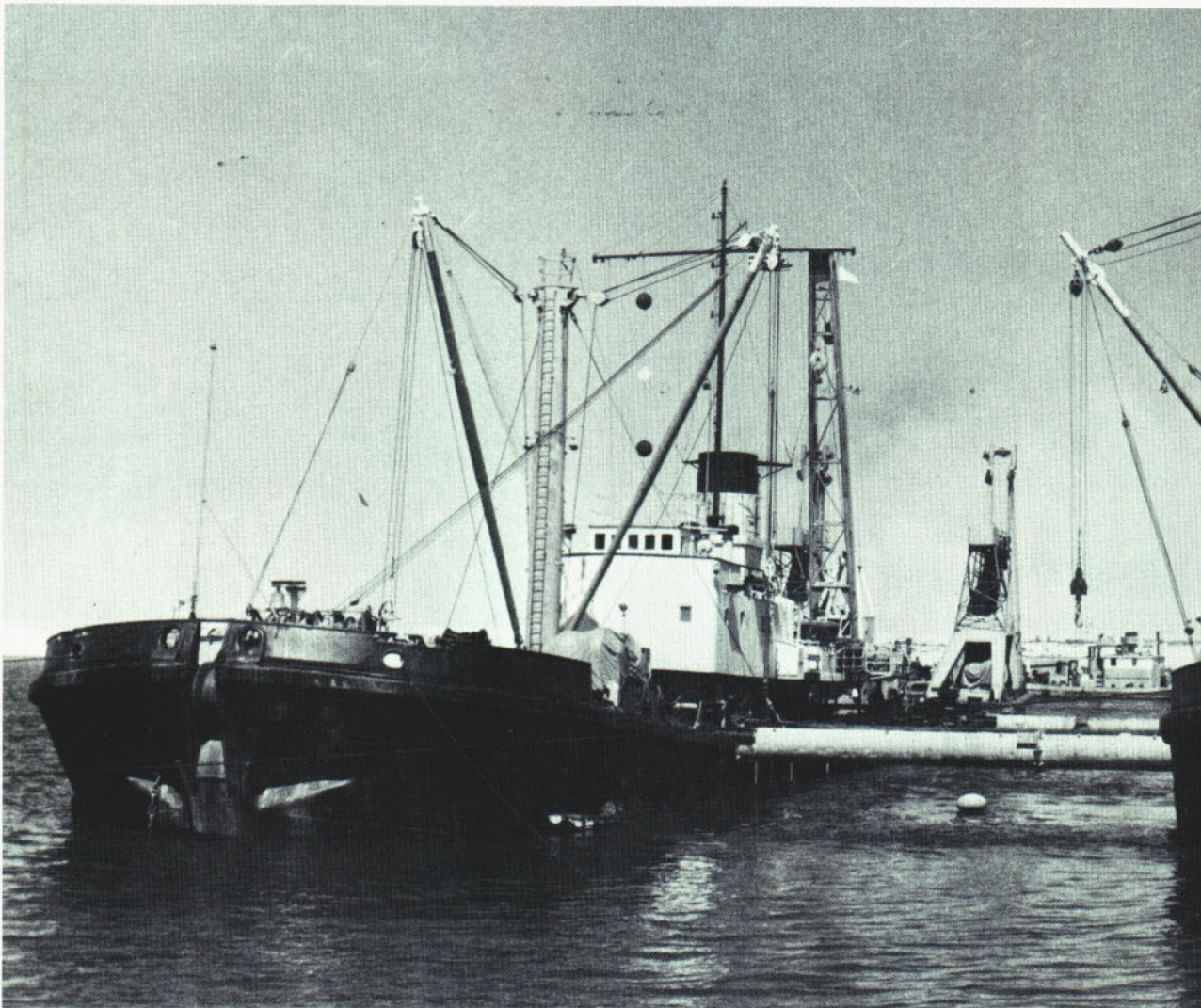


Facing page: Bow of USS Bristol County juts into the Sydney, Australia, skyline. Above: A marine helicopter takes its cue from the flight deck signalman. Below left: A USS Juneau sailor hauls in slack on the line as the Australian oiler HMAS Supply maneuvers alongside to refuel. Below right: An Australian sailor lends a hand docking USS Alamo.





# Clearing the SUEZ CANAL

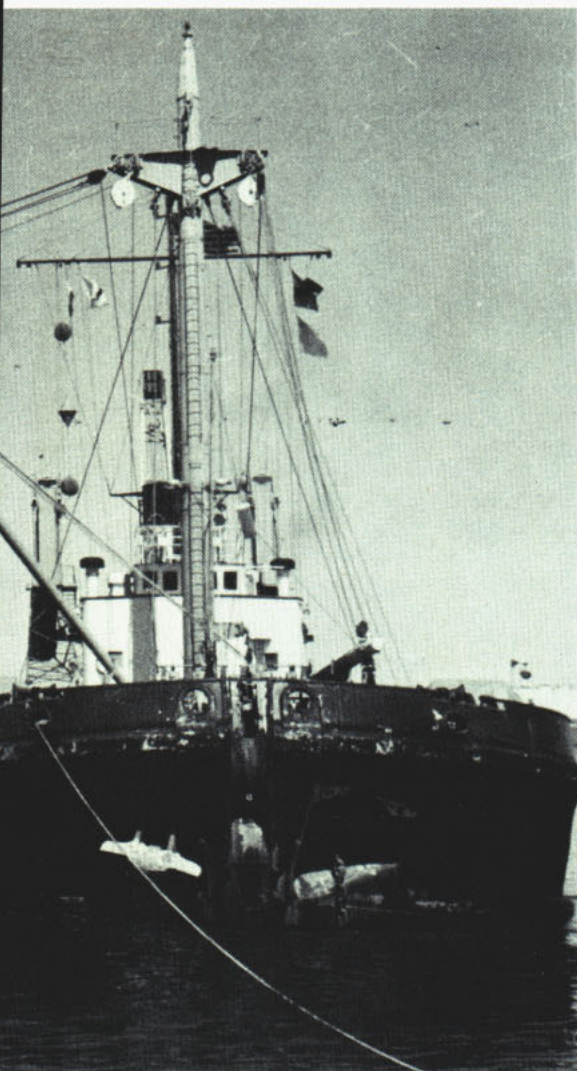




The Suez Canal, which took 10 years to build, was completed a little more than a century ago — in 1869 — opening up a new water route that has had an immense effect on the trade of the world. Indicative of its growing volume of shipping is the fact that in its last full year of operation, 1966, the canal was handling 21,250 ships, including 10,000 tankers carrying 242 million tons of cargo, or 14 per cent of all world seaborne trade for that year.

During the period from 1967 to 1973, closure of the Suez Canal resulted in an estimated \$10 billion loss to world trading interests brought about by increased shipping costs, trade losses, transfers and other economic consequences.

Below: Two U.S. Navy heavy lift craft (YHLCs) Crilley (left) and Crandall (right), at work on the Suez Canal, prepare to lift the 1200-ton Egyptian tug *Mongued*, one of the sunken wrecks being removed from the canal. Each YHLC can lift a 2000-ton load.



Above: Sixth Fleet Navymen are headed for the Great Pyramid in Giza to enter and view the tomb where a Pharaoh once lay.

Hopefully, the 101-mile waterway will be opened to the world's merchantmen some time next year.

In the interim, the ships of the U. S. Navy's Task Force 65, along with the Egyptians and British, are spending the better part of 1974 in a multinational operation called "Nimbus Star," sweeping the Suez Canal of mines. First phase of that clearing operation, aerial minesweeping by helicopters using Mk 105 magnetic minesweeping sleds, has been completed.

Headed by Rear Admiral Kent J. Carroll, Task Force 65 has been involved in "Nimbus Star" since last spring. Some units taking part in the operation were the amphibious assault ships USS *Iwo Jima* (LPH 2) and USS *Inchon* (LPH 12), and the tank landing ship (USS *Barnstable County* LST 1197).

Aside from the clearing operation, the assignment to the canal has opened another world for the officers and men of the participating ships. *Inchon*, for one, has visited Alexandria and — after more than a month spent clearing mines — that port of call remains high on the interest list of the assault ship's crewmembers. *Inchon* was the first American warship to visit the fabled Middle East city in 12 years. Because of the time lapse





This U.S. Navyman, wearing native headgear, appears to enjoy ride astride an Egyptian "ship of the desert" (better known as a dromedary, which has only one hump).

involved as well as the nature of her accomplished work, *Inchon's* visit provided an opportunity for the local citizens to acknowledge their appreciation of Americans — not as members of a powerful, peace-keeping nation, but just as people reaching out to other people.

*Inchon* arrived off Alexandria early one morning and awaited her pilot who boarded the assault ship much farther out at sea than was considered normal procedure. After pointing the American ship fair in the channel the Egyptian pilot stated that all shipping in the busy port had been halted to allow *Inchon* free access to her berth. With that, *Inchon* was really able to "show the flag" as she slid into the harbor past the watchful eyes of merchant seamen from all over the world. As the merchantmen watched the Americans, the Yankees, in

turn, got an eyeful of the passing scene.

With her crew manning the rail, *Inchon* was impressive, with her helicopters standing on her flight deck. Up forward sat two of the white and orange magnetic sleds which had been used on the canal. Seven giant RH-53D *Sea Stallion* minesweeping helos of Helicopter Mine Countermeasures Squadron 12 also were on deck. Close together, with their main rotor blades folded back, they resembled so many gigantic metal grasshoppers.

The Egyptian Navy destroyers 808 and 844 acknowledged her passage. With their own crews on deck, lining the rails, the two rendered honors to the American vessel. Russian warships were also in port.

The berth assigned *Inchon* was considered to be one of the most prized in the harbor. It serves as the main passenger pier for Alexandria and it is close to the center of town. A series of tax-free souvenir stores are in the area, as well as swarms of curbside vendors, all selling the same wares, but with a lot more shouting and bargaining thrown in for good measure.

In keeping with the historic and diplomatic importance of the visit, first order of business upon arrival was a series of official calls made on local dignitaries by RADM Carroll and *Inchon's* commanding officer, CAPT John K. Thomas. Calls were made on the governor of Alexandria, the commander of the Egyptian navy and the American Consul General to the city. Escorted by motorcycles, the American officers were sped through the streets, with American flags flying from the staff car's fenders. People on the streets cheered and waved.

Official calls and parties were the order of business for *Inchon's* officers while the crew responded to "Liberty Call." For the vast majority, there was a brand-new culture to explore and a whole new people and new environment to listen to, watch and just experience.

Because this port visit was so important, it was directed that the American uniform be visible during the stay; all E-7s and below wore their uniforms and a large number were in for a surprise. Easily identifiable as Americans because of the uniforms, the crew was met with smiles, greetings and handshakes from total strangers. In some cases, applause greeted them as they toured the city's streets.

Many of the sailors and marines later reported feeling a renewed sense of pride in their uniform. The people coming up to them with smiles on their faces were ordinary Egyptian citizens just glad to see Americans in their country. It was a different kind of visit.

Besides normal liberty, a whole series of athletic events pitted Americans against Egyptian sailors. An open invitation was extended to Americans to use the facilities of the Alexandria Yacht Club and the Sporting Club of Alexandria, as well as the local horseracing track.

All the various competitions arranged between the Americans and their hosts were won handily by the Egyptians. Volleyball was well attended and the Egyptian crowds loudly cheered each American score. But the American team just couldn't handle the organized



and trained local team and went down to defeat.

Tennis turned out the same, with only one American winning his match. Sailing and golf were also losing propositions for the *Inchon* men, but everyone had a good time anyway.

The closest competition was in basketball. Despite holding the lead at halftime in the first game, the Americans fell short on the final tally, losing 72-62. In a rematch four days later, the final score was closer, 56-51, but the U. S. came out on the short end.

The Egyptian teams had played together before and were in good shape; the Americans didn't have a chance. The fellowship and hospitality demonstrated, along with the large and very enthusiastic audiences at every match, made the contests a lot of fun, even though they were losers.

One particular event showed the reaction of the Egyptians to the American visit. This was at the U. S.-Egyptian memorial ceremony held at the Tomb of the Unknown Egyptian Sailor. Formations of Egyptian sailors and U. S. Marines took part in the event and crowds of civilians gathered on the streets to watch. When it ended, they surged forward, shouting, "Long live America!" and "Long live Egypt!" as both the admiral and the marines departed the area. The happening was real: its warmth came as a shock to some of the American participants.

*Inchon's* time in Alexandria wasn't only reserved just for ceremonies and liberty. There was other work to be done. The ship provided support, both personnel and material, for the recent Presidential visit to both Cairo and Alexandria.

They were also called to fight a fire on a nearby Egyptian merchant ship, *Al-Mokattan*. The vessel threatened to capsize at her pier. *Inchon's* Rescue and Assistance Detail helped Egyptian firefighters extinguish the blaze and, in the process, were credited with saving the lives of three merchant crewmembers overcome by smoke.

The friendliness of the Egyptian people toward the American sailors and marines made a lasting impression on *Inchon's* men, the first U. S. personnel in more than a decade to visit Egypt.

Here once again was the U. S. Navy performing one of its most important missions — showing the American flag to the people of other countries, and cementing better relations between the citizens of two different nations.

The Fleet had been called upon to do a job in the Suez Canal and that job was done well. Americans are still serving on the canal, helping to clear away the debris in this important world waterway.

LT David L. Dillon, USN



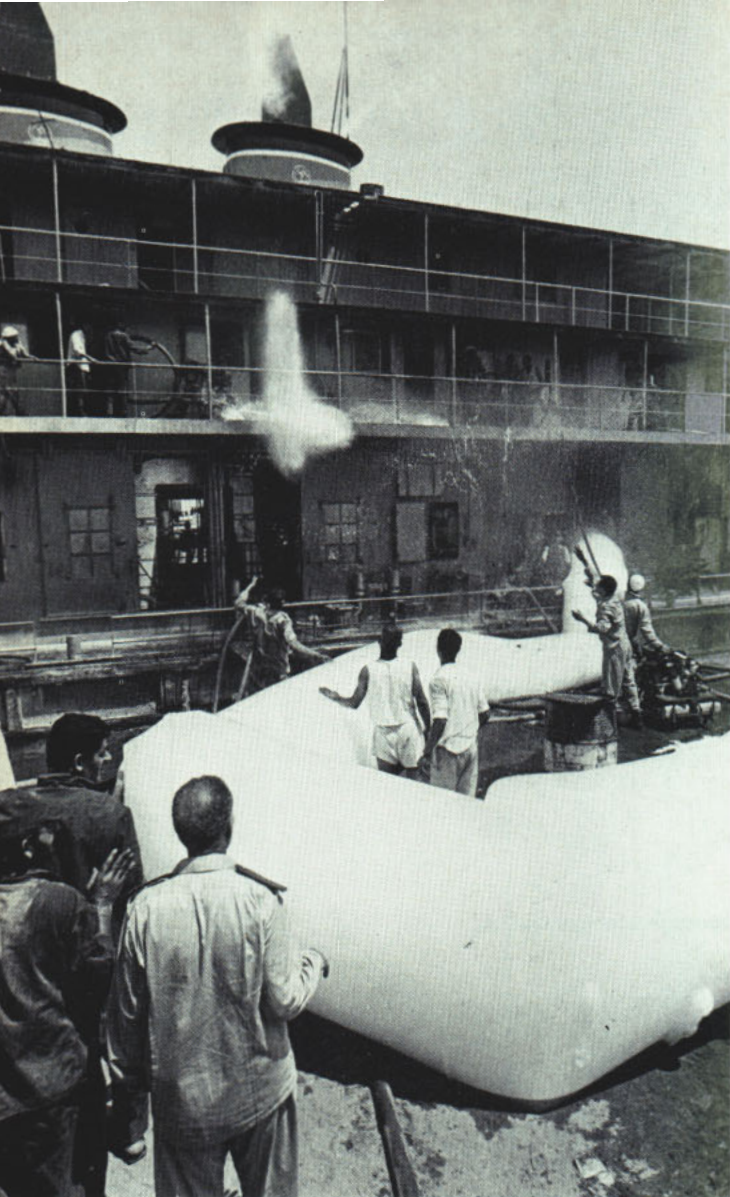
## U.S. Sailors and Egyptians Team Up as Firefighters

A special 44-man firefighting team from USS *Barnstable County* (LST 1197), a unit of the U.S. Sixth Fleet, came to the aid of Egyptian firemen this summer when a major fire broke out onboard a large dredge belonging to the Suez Canal Authority in Ismailia, Egypt.

The dredge was moored at a shipyard near the headquarters of the combined U.S.-Egyptian-British Task Force 65, which is currently conducting ordnance clearing and salvage operations along the important

Ship's Serviceman 3rd Class James Gousha prepares to enter smoke-filled machinery room of Egyptian dredge to fight the fire.





Suez waterway. *Barnstable County*, at anchor in Lake Timsah on the Canal, about a half-mile from the shipyard, serves as flagship for the Task Force Commander, Rear Admiral Kent J. Carroll.

Flames erupted in the machinery room about 1045 when a fuel line to a diesel engine broke and sprayed fuel on a hot steam turbine engine. A resulting explosion ignited oil in the bilge area just below the compartment. Four workers were injured in the explosion, none seriously, and the crew quickly abandoned the dredge when flames and large clouds of black smoke billowed into the air.

*Barnstable County* was notified by radio to call away the ship's rescue and assistance detail, crewmembers specially trained to handle shipboard fires. Within 10 minutes, a landing craft was alongside the burning dredge.

The U. S. Navymen went to work immediately setting up portable water pumps and hoses. The men slowly advanced on the fire, directing a fine spray into the machinery room. Discovering it to be oil burning in the bilges, the *Barnstable County* firefighters rigged foam-generating systems and poured a thick blanket of foam into the blazing compartment.

The action quickly smothered the flames and within 40 minutes the blaze was extinguished.

Chief Warrant Officer Jim Herward, the team's officer in charge, said the Navymen "... did a great job ... of course we didn't know the layout of the dredge at first but after we found a couple of men who could explain it in English, everything went beautifully."

Chief Hull Maintenance Technician Donald Keeton said, "It was a textbook job. Most of our men had never seen a real shipboard fire but they did everything just right. It goes to show that the drills we hold every night really pay off."

Left: Firemen rig a long plastic tube to direct firefighting foam from fire truck onto dredge.

## Lizard Lounge: At Home In The Desert

What do you do when you've got the afternoon off but there's no place to go — within traveling distance? Well, you could *make* a place to go.

That's exactly what the men of the Little Creek-based tank landing ship *USS Barnstable County* (LST 1197) did along the Suez Canal.

*Barnstable County* is serving as the flagship and acting as a logistics support base for the joint U. S.-British-Egyptian Task Force 65. The multinational force has been conducting ordnance clearing and salvage operations on the canal since spring. *Barnstable County* hasn't been on the scene all that time, however. She came after the helicopter minesweeping operations of the amphibious assault ships *USS Iwo Jima* (LPH 2) and *USS Inchon* (LPH 12) were completed in June.

Two weeks after her arrival, *Barnstable County* became the first U. S. Navy ship to move down the waterway in at least seven years. She anchored on Lake Timsah, off the former resort city of Ismailia, at about the halfway point on the 101-mile canal.



Because of the extremely hot climate — temperatures in the 100s and usually not a cloud in sight — the tank landing ship's crew works "tropical hours," turning to at 0700 and knocking off at 1300. The rest of the day is free except for the duty section.

It's nice to have time to relax but it sure helps to have a place to do it. Since there were few recreation facilities available in this war torn city, the crew had to come up with their own.

With a go-ahead from the skipper, and with the driving force of Chief Career Counselor Jon Hancock and Storekeeper 2nd Class Mike Duffy, the crew spent two weeks renovating a small, former office building near the Suez Canal Authority headquarters. The building had been abandoned for years and was overrun with weeds and debris, both inside and out. A layer of desert dust on the floor measured no less than four inches deep.

It took a bit of paint and a lot of effort, but "The Lizard Lounge" opened its doors in July. The club was named after the swarms of small lizards which abound in the area.

Inside Lizard Lounge a thirsty crewman can buy what's enticingly advertised as the "Only Ice Cold Coke and Beer on the Suez." The lounge is manned by volunteers wearing bright red and white striped shirts

Below: Barnstable County crewman set up their own recreation center in the desert and called it "Lizard Lounge." Right: Sign erected in desert adds touch of American humor.



and business is good. Mike Duffy estimates that nearly two-thirds of the crew enjoy a visit there at least once daily.

*Barnstable County* crewmen on liberty can always get in on some kind of game at the nearby athletic field. Whether it's football, soccer, softball, volleyball or a more sedate game of horseshoes, there's always something to do. The Lizard Lounge also provides access to bumper pool or regulation pool.

Then, for those less athletically inclined, there's always a shady spot where one can put his feet up and let his thoughts wander.

Despite initial adjustment problems of meeting a whole new culture and living with the extreme climate, the men of *Barnstable County* have managed, with a little ingenuity, to bring a bit of America to their home away from home.

— Story by LT David L. Dillon, USN  
— Suez photos by PH2 Harry Deffenbaugh, USN; PH2 Denis Keske, USN; and PHAN Dwain Patton, USN



# NFO on the GO



To many people NFO sounds like science fiction stuff, possibly a "UFO," but to Ensign Michael P. Young, it's a 24-week course in training naval flight officers (NFOs).

An NFO's responsibility is the operation of equipment necessary for the successful completion of the missions of naval aircraft. His duties involve air navigation and operating complex computer-radar and electronic warfare systems.

Before joining the Navy, ENS Young served four years with the Air Force and was discharged in 1968 as a sergeant. He attended the University of Pittsburgh and graduated in 1971 with a degree in political science.

In October 1973, he decided to enter the Aviation Officer Candidate School (AOCS) at Pensacola, Fla. "Flying has been a longtime ambition of mine," he says.

After 16 weeks of work at AOCS the one-time sergeant completed the program and was eligible for the Naval Flight Officer Program, receiving his commission a few months later while assigned to Training Squadron 10 (VT-10), based at Sherman Field, Pensacola.

The VT-10 syllabus is demanding, with courses in meteorology, radar systems, air navigation, computer systems, and electronic warfare. The NFO must mas-





ter basic navigation before actually flying, and often must spend extra hours at home preparing for classes and the next day's flight.

Dawn begins ENS Young's preflight schedule with a briefing from a VT-10 instructor. After receiving the weather briefing for the flight plan route, he returns to VT-10 maintenance control, where he checks the "yellow sheet" of the aircraft for recent discrepancies.

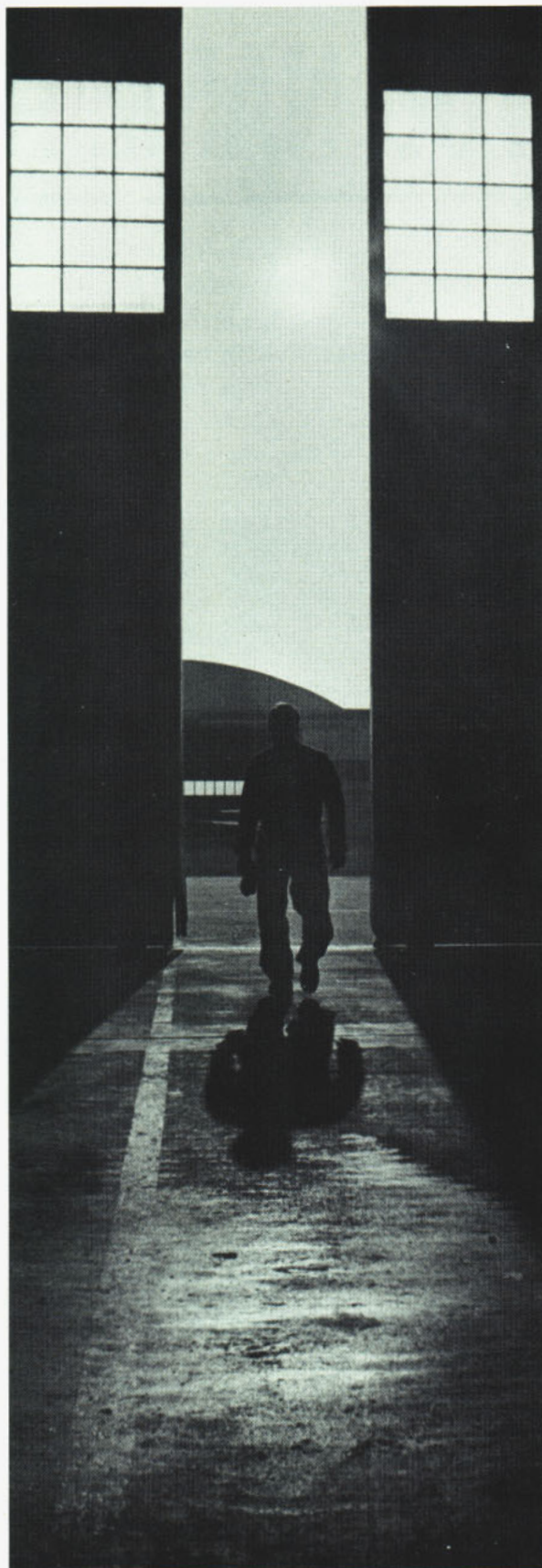
Afterwards, he performs a preflight inspection of the aircraft while the instructor monitors his performance. The NFO student is now ready for the flight, which consists of airways navigation and communications. When the "hop" is completed, the instructor will debrief the flight and grade the students.

"Flight training is hard work, but it will be worth it in the end," says ENS Young.

Upon completion of the VT-10 flight phase, ENS Young will begin advanced flight training in one of many areas available to the student NFO. After graduating from advanced training, he will be a qualified NFO and will have earned his Wings of Gold.

— Story and Photos by PH2 Robert H. Myers, USN.

Facing page top: ENS Michael P. Young inspects nose gear of T-39. Facing page bottom: ENS young and fellow NFO students. Below: A T-39 takes off. Right: Another long day over for the NFO.





# USS Laffey

## YOU NAME IT—SHE'S DONE

You might say she's been doing double duty — not only sailing under ComCruDeslant, but also as a Naval Reserve Force destroyer. Consequently her Regular crew is supplemented by her Selected Reserve crew. The team has demonstrated its success, as shown effectively in her recent E awards record. She has another claim to fame — in her 31st year, *USS Laffey* has maintained an esprit de corps of which even the young new ships of the Navy could be proud. Here's her story, some three decades in capsule form — for Regular and Reserve alike.



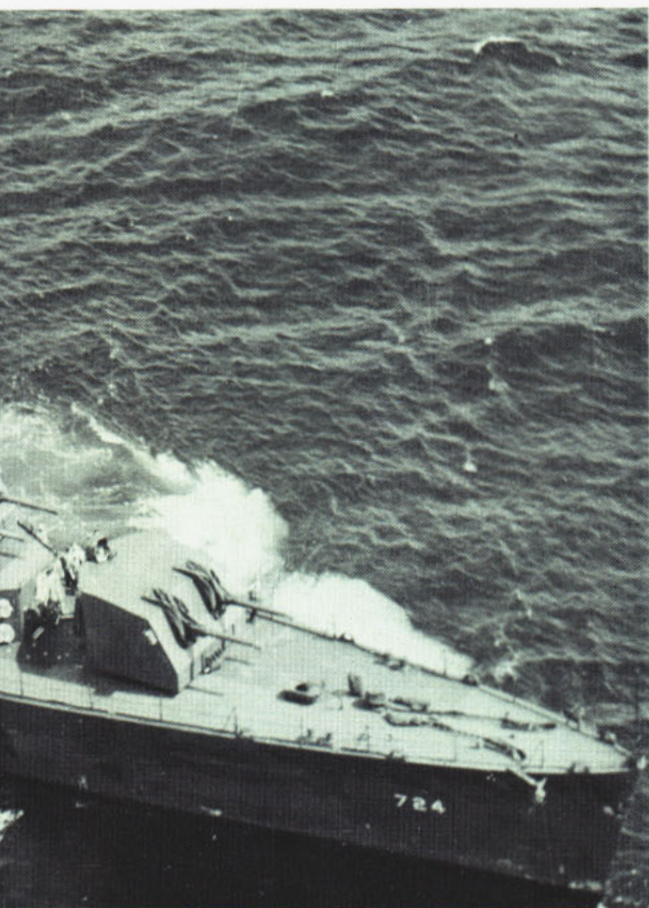
*USS Laffey* is a case of extremes. The present destroyer, DD 724, is the Navy's oldest combatant DD on active naval service; the first destroyer of that name, DD 459, however, had one of the shortest careers in the Navy. But that's where extremes end and parallel begins — both ships won the Presidential Unit Citation in the South Pacific in World War II for the extraordinary

accomplishments of their crews.

In the case of the second *Laffey*, 31 years later, the achievements are still coming on strong. But let's take a quick look back first.

The first *Laffey* took part in the Battle off Cape Esperance — called the Second Battle of Savo — on 11-12 Oct 1942. She met her heroic but untimely end a month





Above: Earlier portrait of USS Laffey, prior to FRAM modification.

later — on 13 November — from the guns of the Japanese battleship *Hiei*. That was in the furious night battle which took place in the "Slot" between Guadalcanal and Florida Island, earning the PUC.

The present *Laffey*, which was commissioned in Boston on 8 Feb 1944, won her Presidential Unit Citation while on radar picket duty about 30 miles north of

Okinawa on 16 Apr 1945. Her own guns accounted for at least nine enemy aircraft destroyed while the Combat Air Patrol controlled from *Laffey* accounted for several more. However, the effort resulted in DD 724 taking four bomb hits, five kamikaze hits plus being grazed by three more suicide attacks. With her rudder jammed over to port at 26°, fires and flooding aft, her after twin 5-inch mount destroyed, along with 11 other guns out of commission, *Laffey* not only eventually made it back to the states but now, almost 31 years later, she's still "Dux," her Latin motto meaning "Leader."

You'll have to hustle to find USS *Laffey* in home port on the Potomac — because when she's not steaming down into the Atlantic on various assignments for ComCruDesLant, she's on duty as a training ship for Naval Reservists in the area of the nation's capital. Her age only adds to her zest. As one of her officers put it: "Just being aboard her gives one the sensation of having lived some of her history personally."

The pert, gray gal would be quick to agree, and she would just as quickly point out that she's in no mood to quit, even though she may have to face that fate in the sometime future. In the meantime she continues to chalk up records. She recently added her fourth consecutive Battle Efficiency "E," her fourth consecutive Gunnery "E," and her third consecutive Engineering "E" to her laurels.

A selected Reserve crew is permanently assigned to *Laffey* and it is designated to augment the Regular crew in case of a call-up during a national emergency. As one crewmember said, "We haven't missed a commitment yet."

Crewmembers attached to the destroyer play a large role in a continuing community relations effort by playing host to various visitors. *Laffey*men take pride in telling of the part they play in the mission of the Atlantic Fleet's Cruiser-Destroyer Force.

One example of the crew's community involvement occurred recently when the Alexandria Red Cross issued a call for blood. The local chapter set up a Blood Mobile unit on board and 50 per cent of the crew responded by donating their blood.

Obviously, this ship has little trouble keeping pace with other units when participating in Cruiser-Destroyer Force exercises, such as the recent COMTUEX 1-75 fleet exercise which took place this past summer. In four firing runs *Laffey* racked up 22 hits for 75 rounds.

"The credit goes to the greatest crew I have ever seen," said the destroyer's commanding officer, CDR John B. Shewmaker. "With two-thirds of the normal complement, and with less money and more extensive training requirements, these men maintain *Laffey's* fighting tradition."

Both *Laffey*s — earlier 459 and the present 724 — were named in honor of Bartlett Laffey, a seaman in the Union Navy who served aboard *Petrel* on the Mississippi River during the Civil War. His record itself is indicative of the spirited teamwork of the crews of the latter *Laffey*s.

Laffey was born in Ireland about 1841 and enlisted





on 17 Mar 1862. During a Confederate attack on 5 Mar 1864 on Yazoo City, Miss., which earlier had been taken by the Federals, *Laffey* was one of a small group in the Union naval force sent ashore with a rifled howitzer, mounted on a field carriage, posted in that city's streets. Laffey played a leading part in the fight that followed — he and the gun crew stood their ground against superior forces, even fighting hand-to-hand to save the howitzer. This naval gun crew was considered to have saved the day by their determined stand.

The young seaman was awarded the Civil War Medal of Honor and was appointed to Acting Master's Mate, a promotion, but he preferred to continue to serve as a seaman. Laffey lived till 22 Mar 1901, spending his last days as a resident of the Soldier's Home in Chelsea, Mass.

The first destroyer, 459, was christened on 30 Oct 1941 by Laffey's granddaughter, Miss Eleanor G. Fogerty, at San Francisco, Calif. The second ship was christened on 21 Nov 1943 in Bath, Me., by the Medal of Honor winner's daughter, Miss Beatrice F. Laffey.

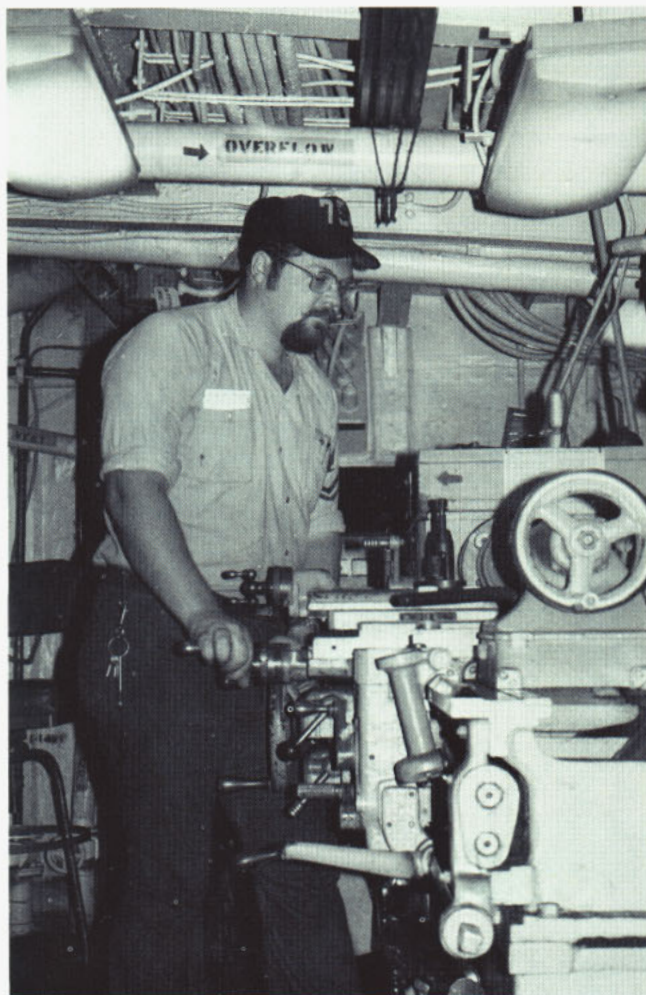
USS *Laffey* looks just like any other *Summer*-class destroyer which retained her zest by undergoing a FRAM II conversion and modernization in her middle years. With a length of 376 feet, a beam of 41 feet and a draft of 14.5 feet, her four boilers and twin screws move her along at better than 30 knots. Her complement is 13 officers and 176 men plus her Selected Reserve crew, and she weighs in at about 3311 tons.

After fitting out and shakedown, she was initially assigned to convoy duty in the North Atlantic and saw action in June 1944 during the invasion of Normandy, serving as a gunfire-support ship when not screening tugs and guarding against German E-boats. Returning to Boston, *Laffey* received the very latest in radar and sonar gear and, following a training period, she headed south, through the Panama Canal, and then to the South Pacific and war duty. Thus she had the additional distinction of being among those ships that saw heavy

conflict on both fronts, in the Atlantic and Pacific, in World War II.

The destroyer joined the screen of Task Force 38 conducting air strikes against shipping, aircraft and airfields in the Philippines. She took part in the Leyte landings and later joined Task Force 54, taking part in the preinvasion bombardment of Okinawa and supporting the initial landing there.

After being heavily mauled in the action in which she won the Presidential Unit Citation, *Laffey* underwent repairs in Washington state.



*Laffey* later took part in the Bikini Atomic Bomb Tests in the Pacific, then headed back to the States for a "rest." After almost three years in the Reserve Fleet in San Diego, she was put back into commission, given an extensive overhaul and assigned to the Atlantic. The destroyer underwent refresher training at Guantanamo Bay, Cuba, and in late 1951, participated in hunter-killer operations in the Atlantic.

During the Korean conflict *Laffey*, serving as flag-ship for Destroyer Division 261, headed for Japan to join up with Task Force 77 off the east coast of Korea. The ship served several tours with the Seventh Fleet





off Korea, in Japan and Okinawa. By August 1952, she was back in Norfolk and took part in operations in the Caribbean.

After a yard period at Philadelphia, the destroyer again went to the Korean theater in February 1954 for patrol-blockade-plane-guard duty with Task Force 75. By June, *Laffey* had departed the Far East, bound for Suez, the Mediterranean and Norfolk. Upon return to the East Coast she underwent type training, took up plane-guard duties again and participated in fleet exercises.

*Laffey* spent the years following the Korean conflict taking part in fleet exercises and on deployment with



the Sixth Fleet in the Mediterranean. During the 1960s, she took part in such NATO exercises as New Broom IV and Strikeback, and offered antisubmarine and air defense protection as part of the Sixth Fleet during the height of the Suez Crisis.

*Laffey* has completed, in all, six Mediterranean deployments, and acted as a screening destroyer and radar picket ship in the 1970 crisis brought on by the Jordanian Civil War. The ship received the Meritorious Unit Citation for her work during that crisis.

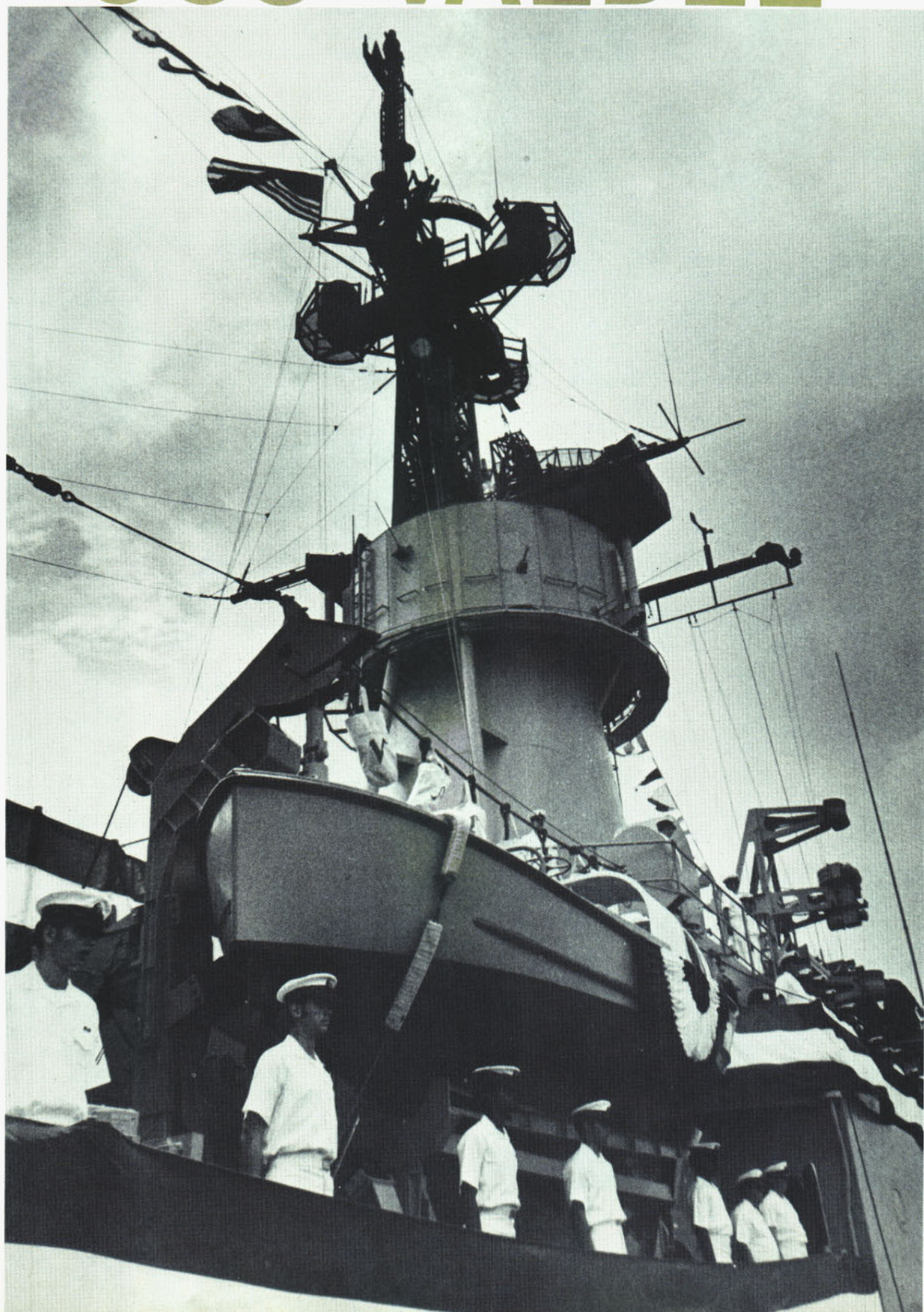
On 1 Jul 1972 *Laffey* was transferred to duty as a Naval Reserve Force ship under ComCruDesLant and assigned new duty training Naval Reservists out of her home port of Washington, D. C. (although actually moored across the Potomac in Alexandria, Va.). The destroyer is approaching her 31st birthday, the last of her "692" class — and her crew claims she's the best.

They like to say she's just been broken in — ask any Washington sailor, Regular or Reserve.

— Photos by LTJG Sam Bivin



# USS VALDEZ







Left: USS Valdez's crew mans the rail.  
Right: Mr. and Mrs. Carlos Valdez and  
Rear Admiral Samuel L. Gravely, Jr., at  
commissioning ceremonies.

A young Mexican-American who lost his life in the Vietnam War while saving the lives of two others, was honored by the Navy this past summer when USS *Valdez* (DE 1096) joined the Fleet at the Naval Base, Charleston, S. C.

The 4200-ton, antisubmarine escort ship was named for Navy Cross winner Hospital Corpsman 3rd Class Phil Isadore Valdez, a native of Espanola, N. M.

Born in 1946, Petty Officer Valdez joined the Navy when he was 19. After taking recruit training and subsequently attending Hospital Corps School at San Diego, Calif., he served at the Key West Naval Hospital. He was then assigned to the First Battalion, First Marine Division, Fleet Marine Force, Pacific, serving in the Republic of South Vietnam.

During operations near Da Nang on 29 Jan 1967, Valdez was serving with Company "B," First Battalion, First Marines. His Navy Cross citation reads:

"As a corpsman with the third platoon, Petty Officer (then Hospitalman) Valdez participated in a helilift with his platoon in support of Company "H" of the Second Battalion. Immediately upon landing, the platoon came under heavy enemy fire and sustained several wounded while maneuvering forward. Without hesitation, Petty Officer Valdez ran over 75 yards of open terrain, under constant enemy fire, to aid a fallen Marine. He then moved the wounded man to a safe area and, quickly and competently, rendered medical assistance. Again exposing himself to enemy fire, Petty Officer Valdez moved across approximately 50 yards of open ground to another Marine. While treating the

second Marine, he positioned himself between the man and the hostile fire. It was at this time that Petty Officer Valdez was mortally wounded by enemy small-arms fire. Through his heroic actions and selfless devotion to duty, he was responsible for saving the lives of two Marines. His inspiring efforts were in keeping with the highest traditions of the United States Naval Service."

The new escort ship is one of the *Knox*-class especially designed for locating and destroying enemy submarines. Skipped by Commander Joe D. Peden, *Valdez* is a unit of Cruiser Destroyer Group Two homeported at Charleston.

*Valdez* was built in Westwego, La., and her keel was laid on 30 Jun 1972. The ship was launched on 24 Mar 1973, sponsored by Mrs. Carlos Valdez, the heroic corpsman's mother.

The new escort carries 17 officers and 238 men. She is 438 feet in length, has a beam of more than 46 feet and her speed exceeds 27 knots. Armament includes one 5-inch, 54-caliber, rapid-fire gun; antisubmarine rocket (*Asroc*) system; two torpedo launchers and the Light Airborne Multipurpose System (LAMPS), which extends her antisubmarine capabilities considerably.

The ship has space and weight reservations for a self-defense missile weapons system. *Valdez* can operate as a unit of a Hunter-Killer Task Group, screen amphibious or underway replenishment forces, patrol for missile-firing submarines (continental defense) or escort convoys.

— Photos by PHAN Patti Phillips, USN



- OBLIGATED SERVICE FOR ADVANCEMENT IS MODIFIED

Navy people awaiting advancement to E-5 or E-6--having successfully completed their Navy-wide exams--will no longer be required to have one year of obligated service before their advancement. Second and third class petty officers with less than one year of active service remaining who pass their exams and are otherwise eligible for advancement will not have to extend or reenlist in order to be advanced.

The Bureau of Naval Personnel reports that obligated service requirements for advancement to E-7, E-8 and E-9, the STAR and SCORE programs, the nuclear field and other accelerated advancement programs, remain in effect. Details on the obligated service requirement changes can be found in NavOp 136 (DTG 142357Z Aug 74).

- NAVY CAMPUS FOR ACHIEVEMENT PROGRAM SETS UP 33 OFFICES

The Navy Campus for Achievement Program, the off-duty, on-duty educational program designed to help Navy men and women achieve their professional and personal educational goals, has established 33 liaison offices manned by civilian education advisors. Broken down by naval districts, the NCAP office locations are: (1ND) NAS Brunswick, Maine, and NB Newport, Rhode Island; (3ND) NavSubBase New London, Connecticut; (5ND) NS Norfolk, Virginia--NavPhibBase Little Creek, Naval Guided Missile School Dam Neck, Navy Campus Regional Center; (6ND) NAS Millington, Tennessee, NAS Meridian, Mississippi, NB Charleston, South Carolina, NS Mayport, NAS Jacksonville, NAS Cecil Field, NAS Pensacola, NAS Saufley Field, NET Program Development Center, Ellyson Field, and NAS Whiting Field, Florida; (8ND) NAS Corpus Christi, NAS Chase Field, and NAS Kingsville, Texas; (9ND) NTC Great Lakes, Illinois; (11ND) NAS Miramar, NAS Point Mugu, NavPhibBase Coronado, NavConstBnCen Port Hueneme, San Diego--NETSupCen Pacific, Naval Station, Ballast Point Submarine Support Facility, Naval Training Center, and NAS North Island, and Naval Support Facility, Long Beach, California; (12ND) NETDet Treasure Island, San Francisco, California; (NavDistWash.D. C.) Pentagon Education Center, Washington, D. C.

- NEW RESALE SYSTEM PRICING POLICY

The Navy Resale System Office (NavReso) has announced that prices of merchandise on commissary and exchange shelves will no longer be changed when a price increase occurs. New stock with the increased price will be placed behind existing stock. If price reductions occur, all stock will be re-marked to the lower price.

- CUSTOMERS CONTINUE TO SAVE AT NAVY EXCHANGES, COMMISSARIES

Latest surveys to be conducted by the Naval Resale System Office of 13 Navy Exchanges and 13 Commissary Stores, show that Navy customers continue to enjoy savings in these outlets when compared to average retail prices at commercial stores. The surveys, conducted last spring, show average savings of 22.6 per cent realized in Navy Exchanges and 21.3 per cent for Commissaries. Of the 12 stateside exchanges and one overseas exchange participating, 10 showed savings of 20 per cent or more over commercial outlets. In a total of 18 retail departments surveyed, highest percentage savings were recorded in men's acces-



# briefs navy navy navy navy

sories--36.5 per cent; domestic and dry goods--35.2 per cent; and luggage and leather goods--33.5 per cent.

Eight of the 13 stateside commissaries surveyed showed savings of 20 per cent or more. Highest savings were recorded in produce--27.6 per cent; groceries--20.7 per cent; and meat--20.5 per cent. State and local sales taxes were not included in the commercial prices reported for the surveys.

- EXCHANGE PRIVILEGES GRANTED TO RESERVISTS

Unlimited exchange privileges are now authorized for members of the Ready Reserve participating in regularly scheduled inactive duty training on the basis of one day of exchange use privilege for each day of inactive duty training performed. A day of inactive duty training is defined as two inactive duty training periods. Reserve unit commanders or their designated representatives are required to enter the period of authorization and sign the form prescribed in NAVRESNOTE 5512 of 6 Sep 74.

- CORRECT ENLISTED EVALUATIONS NEEDED

Computer data from BuPers shows that some 37,000 E-5s currently do not have the new "optical character recognition" (OCR) evaluation form on file. Without the evaluations, performance multiples for these people cannot be computed and their advancement status must be withheld until the form is received, even if they have passed an advancement exam. Complete instructions for the submission of evaluations can be found in BuPers Note 1616 of 16 Aug 73.

- E-4 TIME IN SERVICE REQUIREMENTS CHANGED

The Department of Defense has announced an increase in the time in service (TIS) requirements for advancement to E-4 from the present 21-month DOD minimum to two years. Previously, the Navy could set its own TIS requirements at 18 months. Effective 1 Jul 75, however, at least 75 per cent of Navy E-4s must have 24 months or more TIS, and no one with less than six months' TIS may be advanced to E-4 unless granted a special waiver by SecDef. Each military service is permitted to set its promotion requirements higher than those of DOD, but none can be set lower. According to DOD, the step will standardize promotion requirements of the uniformed services and prevent one service from holding a recruiting advantage over the others.

- TWO AWARDS COMPETITIONS FOR EDITORS, BROADCASTERS, PHOTOGRAPHERS

The 1974 Thomas Jefferson Awards and Military Pictures of the Year Contests have been announced by CHINFO.

The Thomas Jefferson Awards, honoring service editors and broadcasters, will be chosen in 12 categories. Navy winners will be selected in an initial competition and these will be entered in competition with winners from other services. Interservice competition will be sponsored by the Office of Information for the Armed Forces (IAF). Commands desiring to enter the contest must submit nominations to CHINFO no later than 15 Jan 1975. Navy winners will be announced in February; IAF winners in March. CHINFOINST 5720.2 of 26 Aug 74 has complete details.

The Military Pictures of the Year Contest is open to all full-time,



active duty military photographers and journalists. Entries for the eight categories must be received by the Defense Information School no later than midnight 1 Feb 1975. All photos must have been taken during 1974. Judging will take place at the University of Missouri School of Journalism in February and March. Winners will be notified in early April. CHINFONOTE 5728 of 15 Aug 74 has complete details.

- RECRUITING RESULTS: 103 PER CENT FOR FY 1974

The Navy Recruiting Command has announced that 103 per cent of the Navy's basic recruiting goal for fiscal year 1974 was attained. The goal was to recruit 98,640 men and women, and 101,907 were actually recruited. The year's goal of 71,200 first-term male recruits was beaten when a total of 73,268 were signed up. Of these, 68 per cent were high school graduates and 81 per cent were "A" school eligible.

The Recruiting Command also obtained more than its goal of women recruits. During the year 6,894 women enlisted in the Navy, 110 per cent of the original goal.

- RECRUITING SEEKS ADDRESSES OF FORMER NAVY PERSONNEL

The Naval Recruiting Command, in its continuing effort to retain the best in the Navy, is asking all commands ashore and afloat to keep them advised of the names and addresses of those individuals who are separated or discharged from active service. Personnel offices may do this by first ensuring that upon discharge, an individual's page 14 (the record of discharge) indicates his correct address, and then mailing a copy of that page 14 to: Commander, Navy Recruiting Command (CODE 33), 4015 Wilson Blvd., Arlington, VA 22203.

The Recruiting Command's aims are to maintain current addresses of former Navy men and women and keep them as up to date as possible on the continuing benefits offered to active duty members.

- NEW NAVY FILM RELEASED

"People, Pride, Traditions," a 29-minute film highlighting some of the Navy's past and present tradition-makers, has been distributed to major fleet and shore commands by CHINFO. It combines historic action film with current interviews of Navy people who participated in various tradition-making events such as the sailing of the Great White Fleet, submarine exploits during World War II and many others. Intended to be viewed by all hands, it was particularly designed for use in conjunction with the 1974 Navy Birthday observances.

- CHANGES MADE IN NAVY'S EQUAL OPPORTUNITY MANUAL

Several changes and improvements have been made in the Navy's Equal Opportunity Manual (OpNav Instruction 5354.1). The new manual has been simplified and restructured, and is designed to be used by all commands as a working document upon which local programs can be based.

Included in the manual is a new article on Equal Opportunity Quality Indicators, giving commands an indication of the opportunities their minority, majority and female personnel have experienced. These indicators also are designed to measure overall effectiveness of Equal Opportunity Programs. An-



other new article deals with Equal Opportunity Performance Criteria. This requires that all reports on fitness and performance include evaluation of Equal Opportunity performance by individuals. This section stresses that active support for the program is the norm, while passive acceptance is considered below par.

The Bureau of Naval Personnel has stated that the manual changes reflect progress in the Navy's Equal Opportunity Program and emphasizes and facilitates local command support of the program.

- FY 76 SELECTIVE CONTINUATION PROGRAM AUSTERE

The continuation program for FY 76 will be exceptionally austere owing to expected manpower reductions. BuPersNote 1920 of 18 Sep 75 announced that only a very limited number of certain officers scheduled for release in FY 75 will be given the opportunity to voluntarily continue on active duty beyond 30 Jun 75. Affected will be certain Reserve officers and recalled retired officers in the grades of captain and below. An administrative board will convene in BuPers in January 1975. Officers will be individually notified of the decision in their case by 1 Mar 75.

- ALCOHOL AND DRUG REHABILITATION PROGRAM

Recent studies by BuPers indicate that 70 per cent of active duty personnel who complete the alcohol treatment and rehabilitation program return to full active duty and perform at least as effectively as their peers. Eighty per cent of the personnel on active duty two years after rehabilitation have been recommended for both advancement and reenlistment. Similar results have been obtained with the drug abuse control program. In FY 74 over 80 per cent of those individuals returned to full active duty from Naval Drug Rehabilitation Centers were considered by their commanding officers to be at least "average performers." For more on this subject, see the report starting on page 50 of this issue.

- PRO PAY CUT ANNOUNCED

The Department of Defense recently announced a reduction in the shortage specialty (proficiency pay) programs of all services. As a result of that reduction, shortage specialty (SSP) for people in about 50 ratings and NECs will be completely terminated on 1 Jan 1976. Special duty assignment (proficiency pay) will not be affected by the reductions.

- SECOND SURFACE WARFARE OFFICER SCHOOL IN OPERATION ON WEST COAST

A second surface Warfare Officer School (SWOS) has now opened--this one at the Naval Amphibious Base, Coronado, Calif. The school is similar to the Atlantic Fleet's SWOS--the Navy's first--located at Newport, R. I. (See Sep 1974 ALL HANDS). The new Pacific Fleet school, like SWOSLANT, provides specialized instruction to newly commissioned officers with 116X designators who are under orders to duty aboard surface ships.

The SWOS training will prepare officers for duty in an increasingly modernized fleet and also provide a practical foundation for achieving surface warfare qualification.



# letters to the editor

## PGs in Mediterranean

SIR: I enjoyed reading your July 1974 cover article concerning patrol gunboats. However, I felt it was somewhat incomplete in that it did not mention the two patrol gunboats which began Mediterranean homeporting for PGs in December 1970 and January 1971.

The two to which I am referring are USS *Defiance* (PG 95) and USS *Surprise* (PG 97). Their initial test in the Mediterranean theater provided information which paved the way for the four PGs presently homeported in Naples.

Despite the omission, I thoroughly enjoyed your article. — LT P. J. K., USN.

- Since ALL HANDS staff members rarely are sent on temporary duty to obtain on-the-spot information, owing to limitations on funding, we must rely to a large extent on material available to us or received from the field. At any rate, we had no intention of slighting any ship or person. Thank you for your kind comments and also calling our attention to this matter. — ED.

## Antarctic 'Ice Cube'

SIR: In the May 1974 issue of ALL HANDS a story was published on the construction of "The World's Largest Ice Cube."

I would like to extend my congratulations to the "Ice Construction Corporation" for the successful completion of "Wally's Wharf," but I feel there is one group of men that was left out.

At the end of the Deep Freeze 72 summer season a storm destroyed the steel-faced docking facilities that were constructed during the summer season. Contrary to the report in ALL HANDS, wind and water had been the main causes of the pier's destruction. Very lit-

tle ice exists in the waters of McMurdo Sound at that time of the year.

During the winter the personnel of Deep Freeze 72 were tasked with the construction of a test "Ice Cube" measuring 40 feet by 40 feet. The difficulties of Deep Freeze 73 were just as great as those of Deep Freeze 72, with one exception; the Deep Freeze 72 crew were the "experimenters" taking the first steps in a project which had doubt lingering with it throughout its execution. Many trials and tribulations were encountered by LTJG Foster, CEC (Public Works Officer) and the men working under him, but Seabee ingenuity finally won out against the Antarctic environment. Success of "Operation Ice Cube" turned out to be the cornerstone of "Wally's Wharf."

Often the man who lays the last brick receives all the recognition and credit for success even though the man who laid the first brick is just as responsible for the project's success and completion. Being a personal observer of the project "Operation Ice Cube" I feel that the oversight in the ALL HANDS story deserves to be called to the attention of your readers. — CWO2 R.C.F.

- Your comments and the additional information provided about the men of Deep Freeze 72 were well taken. We certainly agree that the men who worked on project "Operation Ice Cube" be given the credit they rightfully deserve. — ED.

## Officer Retirement

SIR: I have a three-part question concerning naval officer retirement. I am a temporary limited duty officer with a permanent grade of chief warrant officer (W-3) with 24 years' active service, nine and one-half of which has been commissioned, W-2 or above.

Will I be retired as a permanent W-3 with my retirement pay based on that of an O-3 under title 10 U. S. Code, section 1293? If so, am I subject to the Dual Compensation Act of 23 Nov 1964 if retired under section 1293?

Finally, given the same situation, what are my advantages or disadvantages of being retired under title 10 U. S. Code, section 6323 with 10 or more years as a commissioned officer, W-2 or above? — LT R. A. N., USN.

- As a temporary LDO who is a permanent chief warrant officer (W-3)

with less than 10 years' commissioned service, you would retire under Title 10, U. S. Code 1293. However, if at the time of retirement you have 10 years or more commissioned service, you will retire under Title 10 U. S. Code 6323. In either case, rest assured that you will retire as an O-3 with pay as an O-3, according to the retirements branch of BuPers. As a matter of interest, retiring under Title 10 USC 1293 means reversion to CWO-3, with advancement upon retirement to the highest grade held under 10 USC 6151.

With regard to dual compensation, in both cases, 10 USC 1293 or 10 USC 6323, you are subject to the Act. Only if you are retired under section 6326 with 30 years' or more service would you be exempt from dual compensation. That would perhaps be to your best advantage. — ED.

## Meaning of 'Pea Coat'

SIR: Where did the Navy obtain the term pea coat? — OS1 T. A. H.

- Pea Coat: The fact that the enlisted men's overcoat is called a "pea" coat or "pea" jacket had nothing at all to do with the vegetable. The coats originally were made from a heavy, coarse cloth called pije or pij by the Dutch. The pronunciation approximates that of the word "pea" in English. In time the spelling was changed into "pea" by English-speaking sailors. — ED.

## Doctors Aboard SSBNs

SIR: I have read Taffrail Talk for January '74. I am pleased you are maintaining accuracy within your pages, as stated in the first paragraph. However, you state that USS *Grayback* (LPSS 574) is the only U. S. submarine that carries her own medical officer. If this is true what should I call the medical doctors aboard SSBNs? Or maybe SSBNs are not U. S. submarines, or maybe U. S. in this line means Utopia South. — MT1 (SS) M. J. N.

- BuMed says, since deletion of the medical officer billets from SSBNs in 1973, *Grayback* is one of two submarines in the Fleet with full-time medical officer billets, the other being *Seawolf*. A third, *Halibut*, frequently carries a medical officer from resources within her squadron, but does not have a billet for a full-time medical officer. — ED.



HM1 George Brines



"The CO seems to be upset this morning!"

DM3 Frederick Akins, Jr.



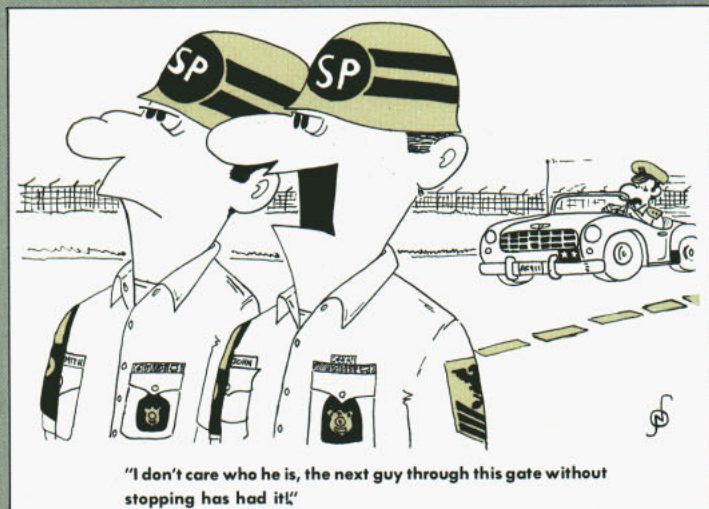
"Welcome aboard the USS Everstrike. I'd like to introduce you to a very important piece of equipment."

SMSN Bill Dwyer



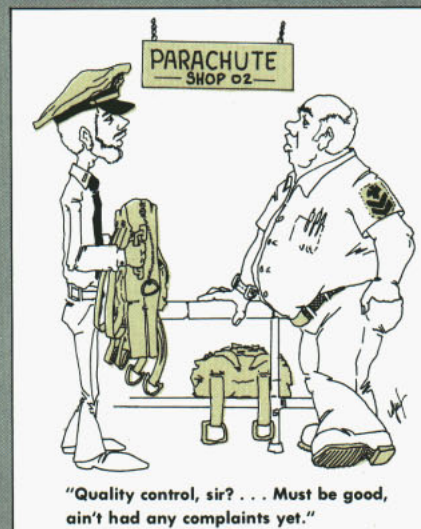
"Now over all hatches and guncovers..."

YN1 James Nixon



"I don't care who he is, the next guy through this gate without stopping has had it!"

STCS Warren Witas



"Quality control, sir? . . . Must be good, ain't had any complaints yet."



## from the desk of the **Master Chief Petty Officer of the Navy**

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### 'MCPOF/MCPOC'

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Extensive travel throughout the fleet is one of my major responsibilities as Master Chief Petty Officer of the Navy. In these travels, I have been able to observe and experience firsthand the problems and conditions faced by our sailors.

I also receive hundreds of letters each month from enlisted members and their dependents who request personalized assistance or advice on achieving their Navy goals or in resolving personal problems. These letters and my trips provide new ideas for improving Navy life and suggestions for future policy changes.

Yet, my major source of innovative suggestions continues to be Master Chief Petty Officers of the Fleet/Force and Master Chief Petty Officers of the Command throughout the fleet. Since they deal on a daily basis with existing and potential problem areas, they are able to make effective and meaningful recommendations for rectifying or preventing undesired situations. MCPOFs and MCPOCs have open doors to their superiors to readily communicate ideas in behalf of the enlisted members of the command.

Communication among Navy personnel at all levels has steadily improved during the last few years partially as a result of a very active Master Chief Petty Officer of the Fleet/Force

(MCPOF)/Master Chief Petty Officer of the Command (MCPOC) program.

The MCPOF/MCPOC program, established in October 1971 (BuPersInst 5400.58), was designed to provide senior enlisted representation on the staffs of fleet, force, and type commanders, as well as on the staffs of commanding officers under whose cognizance enlisted members are permanently assigned.

While Master Chief Petty Officers of the Fleet/Force are normally assigned only to type commanders and above, Master Chief Petty Officers of the Command serve with subordinate activities. When a commanding officer does not have a Master Chief Petty Officer allowance at his activity, assignment of a Senior Chief Petty Officer of the Command (SCPOC) is recommended. In the absence of a Senior Chief Petty Officer allowance, a Chief Petty Officer of the Command (CPOC) is encouraged.

Selection to the assignment of MCPOF or MCPOC is based on demonstrated leadership qualities and the ability to communicate with superiors and subordinates to stimulate meaningful dialogue between all levels of command.

MCPOFs and MCPOCs are charged with keeping their respective commands advised of existing or potential situations, procedures, or practices which might adversely affect the welfare, morale, or well-being of the enlisted members of the command. Recommendations made by MCPOFs and MCPOCs to their respective commanders and commanding officers have done much to enhance the attractiveness of naval service and increase command sensitivity to the needs of the enlisted community.

These senior personnel play a key role in inspiring and developing leadership at all enlisted levels of command. This is accomplished by ensuring that enlisted members adhere to Navy regulations and the highest standards of conduct and general appearance.

Furthermore, MCPOFs and MCPOCs have a responsibility to maintain the effectiveness of the chain of command. The establishment of Master Chief Petty Officer of the Fleet/Force and Master Chief Petty Officer of the Command billets was not intended to create a new chain of command. Addition of a MCPOF or MCPOC billet only serves to reinforce the existing chain of communications.



An additional task of MCPOFs and MCPOCs is to advise the commander or commanding officer concerning formulation of or change to policy pertaining to enlisted members. Ensuring that command policies are adequately explained, understood, and carried out is also a function of the MCPOF/MCPOC.

The majority of MCPOFs and MCPOCs also work closely with quality control, retention, and "striker" boards, reenlistment interview boards, human relations councils, enlisted advisory councils, welfare and recreation councils, commissary/Navy ex-

change advisory boards, CPO, PO, and EM club advisory boards and Navy Wives clubs.

In addition to the foregoing duties and responsibilities, Master Chief Petty Officers of the Fleet/Force have additional responsibilities as members of the Chief of Naval Operations' Master Chief Petty Officer Advisory Panel which meets in Washington, D. C., on a semiannual basis. MCPOFs also host periodic seminars with MCPOCs, SCPOCs and CPOCs of subordinate commands.

Presently there are 25 MCPOF billets authorized by the Chief of Naval Operations. Programmed reorganization is expected to reduce this figure to 17 in the near future. The current 25 MCPOFs, their respective command headquarters, and AUTOVON telephone numbers are as follows.

MCPOF Horace ANDERSON	CHBUMED	294-4112
MCPOF William T. BORN	COMCRUDESANT	690-5722
MCPOF Kenneth R. COOK	COMINWARFOR	794-5129
MCPOF L. V. DENSON	COMSUBPAC	471-0433
MCPOF Robert FLUEGEL	COMSERVPAC	471-0622
MCPOF G. P. GRAY	CINCLANTFLT	690-6654
MCPOF Charles GRIVA	COMCRUDESANT	958-1635
MCPOF C. S. GURGANIOUS	COMNAVSOUTH	823190
MCPOF Duane HARRIS	CNET	922-3477
MCPOF George INGRAM	CINCPACFLT	471-8155
MCPOF Chester JACOBS	COMNAVCRUITCOM	222-4380
MCPOF Richard JOHNSON	CNAVRES	363-5293
MCPOF Virgil JOHNSON	COMNAVAILANT	690-1141
MCPOF Hugh McCracken	COMSUBLANT	690-6277
MCPOF John MOYNA	COMNAVAPAC	951-7279
MCPOF Johnny McCULLY	COMNAVACENGCOM	221-8559
MCPOF Henry MUELLER	COMPHIBPAC	958-9735
MCPOF Bobby NISSLEY	COMPHIBLANT	680-8215
MCPOF Robert OLIPHANT	COMSERVLANT	690-6302
MCPOF Edward POFF	COMNAVTELCOM	292-0420
MCPOF James ROBERTS	CHNAVMAAT	222-1332
MCPOF Clarence L. SCHICK	COMNAVSECGRU	292-0444
MCPOF Raymond SCHREPPLE	COMNAVSPYSYSCOM	227-5049
MCPOF Stephen SREDONJA	CHTECHTRA	966-5492
MCPOF Sedgwick WEST	CINCUSNAVEUR	Ex. 627

Unfortunately, space does not permit me to list the hundreds of dedicated MCPOCs, SCPOCs, and CPOCs throughout the fleet. However, I strongly urge all members of our enlisted community to utilize the MCPOF/MCPOC chain of communications. Past experience has continually shown that when MCPOFs and MCPOCs are fully aware of problem areas, they are an outstanding source of information and advice on matters pertaining to Navy life.







# A SOBERING LOOK AT ALCOHOLISM

Do you drink?

Most Navy men and women do.

Are you an alcoholic?

The fact is, according to one survey, 38 per cent of *all* Navy personnel can be classified as more-than-moderate drinkers with the potential of serious problems ahead because of it; 40 per cent of this number will ultimately become alcoholic. Unless they (translate that as YOU) do something about it.

In the United States today there are an estimated 10 million alcoholics. And in the Navy there are thousands of members — as well as dependants who need help. The Navy is doing something about it.

In early 1965 a meeting of a group with alcohol problems was started at the Long Beach, Calif., Naval Station to provide the help that was needed (see box). Positive changes in the functioning of individuals who attended these weekly A. A. meetings sparked an interest among medical officers and, by midsummer 1967, an alcoholic rehabilitation center (ARC) was begun, the Navy's first.

Today, the Long Beach ARC\* has a professional staff of 25 including doctors, psychologists, nurses, chaplains and trained counselors. Under the leadership of Captain Joseph A. Pursch, a flight surgeon and

psychiatrist, the staff offers hope to those men and women in the Navy, Marine Corps and Coast Guard who suffer from the *disease* of alcoholism (see p. 54).

"What we do here is teach alcoholics how to solve their own problems, how to organize their lives more effectively and how to deal with day-to-day frustrations without the use of alcohol," said Dr. Pursch.

This is how the Long Beach ARC achieves that goal; we'll use fictitious names:

Allen Macon is a 2nd class petty officer aboard ship on the west coast. Apparently, there is nothing unusual about him. He is 24 years old and of average height and build. His dark hair is trimmed neatly and he dresses in the styles of today. He, his attractive wife and two lovely children are preparing to move into a new suburban home they have just bought. Allen is at ease with people, when he speaks he is intelligent and forceful. He knows where he is going in life and what he wants from it.

But this hasn't always been the case. Allen is an alcoholic and, until recently, his life was falling apart. He reached sobriety through the help of the Long Beach ARC, he speaks openly about his alcoholism and his experiences at the ARC.

"I've always been a social drinker, at least that's what I thought I was," Allen said. "I don't have a history of misdemeanors and I've never had any trouble in the Navy or in college because of alcohol. Yet, when I look back at what the people at the ARC say the symptoms of

\* Subsequent to this writing the Long Beach ARC moved into a new wing of the Long Beach Naval Hospital and changed its title to the Long Beach Alcohol Rehabilitation Section (ARS).





alcoholism are, I realize I've had them all, ever since I was teenager."

His story is not typical or exceptional, every alcoholic's tale is different, but he is more fortunate than many in not having more serious troubles. Often, the alcoholic's problems increase along with his drinking: absenteeism from his job, captain's masts, arrests for traffic violations and drunken driving, automobile accidents, financial problems, divorce, emotional and physical deterioration, even death. The longer he drinks the bigger and more frequent the alcoholic's problems become.

Nor is it too unusual that Allen is in his early twenties. The average patient at the Long Beach ARC is a 30-year old career E-6 or an officer with 17 years' active service. Younger patients are becoming more and more common. Actual patients now at the clinic range from an 18-year old seaman apprentice to captains. They are men and women of all rates and ranks from all kinds of jobs — no one is immune from the disease of alcoholism. As Dr. Pursch said, "The only prerequisites for acquiring the disease are that you are human and that you somehow, sometime, began drinking alcohol."

Allen continued. "I thought about my being an alcoholic, but never seriously. My wife mentioned many times since I came back from a WestPac cruise last summer that I drank a lot. I didn't think I was drinking that much because I wasn't having any problems at work. She heard about the ARC from a friend and asked me to go over and talk to the people there.

"I didn't want to go, but I conned myself into thinking, 'I don't have a drinking problem, how can they get me into that place if I'm not an alcoholic?' So I went to see the ship's doctor and told him, 'Look, I drink a lot. If I need help I want to get it, but I don't think I'm an alcoholic, I just drink for other reasons.' Well, that's one of the greatest excuses in the world, I drink because. . . He sent me to the ARC.

"When I went in to see the ARC counselor I told him, 'I don't have blackouts, I don't have shakes in the morning. I drink at nine o'clock in the morning to calm me down a little, but I don't really need it.' It was so obvious to everybody but me. I told him my whole story and said I had to get back to work, 'Tell me I'm not an alcoholic, tell me maybe I should see a Navy shrink or something and let me go.'

"The counselor finished writing up the consultation sheet and, as I stood by the door waiting to leave, he

Patients, wives and staff members inside bldg. 63, ARC Long Beach's WW-II barracks home.





told me he was recommending me for treatment at the ARC. That came as a great shock to me, a shock which lasted for about three days. I didn't want to go, I didn't want to label myself as an alcoholic, I still didn't think I was. But I went anyway."

What Allen went through at this stage is typical, an alcoholic simply will not admit to himself that he has a drinking problem. He will rationalize his drinking in anyway he can: He drinks because. . . he was promoted and wanted to celebrate, to forget all the bills left unpaid (which are unpaid probably because of his drinking anyway), he doesn't want to miss the happy-hour bargains at the club, or his wife left him.

Any excuse is good enough. Getting him to admit honestly to himself that he drinks because he is addicted to alcohol and cannot live without it, is one of the first steps to recovery.

Allen was fortunate because his wife recognized that he had a problem and she encouraged him to seek help. Also, because he felt he had some kind of problem (although he wouldn't admit it was drinking) and he took her advice.

Others may not be as lucky. Most alcoholics are so good at covering up their drinking problem that only someone trained to recognize the disease's symptoms can spot it. Even the alcoholic himself may not realize he has a problem. If someone suggests he does, he will reject the idea, refusing to get help. Fortunately for a Navy alcoholic, command pressure can be exerted to lead him to the ARC. He will not like it at first, but if the program works for him, he'll be grateful in the end.

"My CO wasn't at all happy I was going to the ARC. He said it meant just six to eight weeks of unproductive time for which the Navy had to give me a paycheck. Maybe he was using reverse psychology. I think one of the reasons I went was just to spite him."

Unfortunately, some COs actually do take this attitude. What they don't realize is that when a man returns to the command sober he'll be 10 times more the man he was before, He'll be an asset rather than a liability.

From an economical point of view, that two months of "unproductive time" actually saves the Navy a great deal of money. Private industry has found that lost-time, illnesses, poor work, bad decisions and other shortcomings due to alcoholism cost between \$1500 and \$4000 per person each year. Multiplied by several thousand workers that equals *millions* of dollars lost for a large corporation. It begins to make economical sense to rehabilitate an alcoholic.

On the other side of the coin, the Navy, as a part of the Defense Department, has a legal obligation under Public Law 92-129 to do something about this problem. The ARCs are helping to meet this obligation not only by rehabilitating alcoholics but by helping to straighten

out the lives of the four to six other people (wives, children, etc.) each alcoholic affects because of his illness.

Another reason, possibly, for the reluctance to send alcoholic subordinates to the ARC is because the superior himself may be an alcoholic — but he will not face the fact either. When an alcoholic subordinate approaches him and says he needs help, the superior puts him off — he is afraid to admit his own problem or is afraid that his own alcoholism will be uncovered.

Until these attitudes change, many Navy men and women may not have the good luck Allen had to get an opportunity to kick the habit.

"The night before I went into the clinic I drank," Allen recalled, "I went in I had a couple more shots. I didn't know what was going to happen and I couldn't bear the thought of never tasting liquor again.

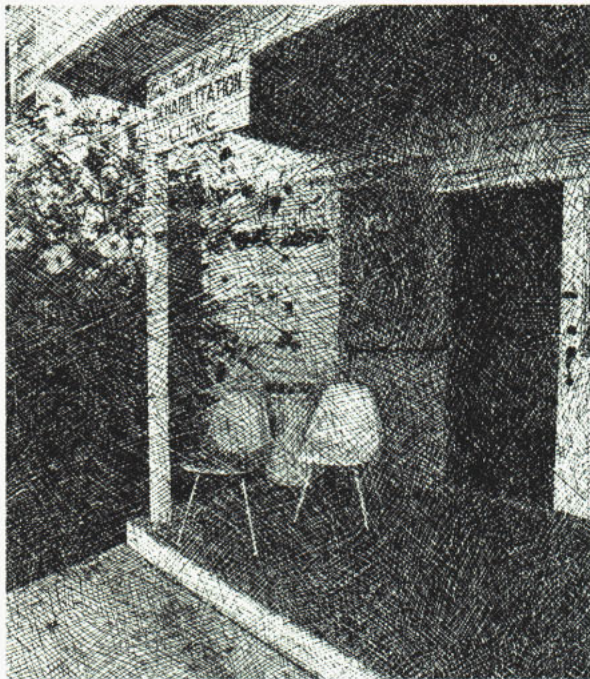
"My first night there, I was so depressed. I took one look at the place and thought, 'What a dump.' This was my first impression. I ran to the EM Club and had three double rums and coke. Those were the last drinks I've had."



Top: As it grew, the ARC moved from a quonset hut to this building and has since moved to new quarters.

Above: A Long Beach ARC graduate and his wife talk about his alcoholism and how the program has helped them. Right: ARC counselor HMC Donald Jorgensen, USCG, standing, and patients help an individual to work out his problems during a psychodrama session.





Building 63 will be remembered by many as the home of the Long Beach Naval Station ARC. It is like dozens of Navy buildings — an old, two-story, wood frame barracks, a relic of World War II. At one end of the building on each floor is the head, at the other end the “big room,” once used for recreation but now used for assemblies and lectures. Running down the center of the building is a long passageway which connects these two rooms. On each side of this passageway are small, individual rooms used as living spaces. On the first floor, there are offices and small counseling rooms. The ARC also has spaces in the naval station dispensary — administration offices, more meeting rooms and medical facilities.

Building 63's drab interior is brightened by posters and signs covering the walls. They are more than just decorations though, they reflect the attitudes of the people who live there — “To be awake is to be alive,” “To reveal myself honestly and openly takes the rawest kind of courage,” “Life is now in session,” “Hang in there baby,” and “Essentials of recovery: Honesty, Open-mindedness, Willingness.” In spite of this it is







hard to remove over 30 years' accumulation of grime and although the patients clean the building each morning, it remains what it is — an ugly old building.

But, anyone who has gone through treatment in the old place will be quick to tell you that its ugliness is only on the surface. Within, it radiates love and hope for those trying to find a new life by defeating their alcoholism.

At the time this article was written the ARC was scheduled to move to a new wing of the Naval Hospital in Long Beach with its clean, white clinical spaces. Those who know old "Building 63" are somewhat nostalgic. They'll tell you that there is something special in the atmosphere of the place which gets to you and helps set you straight. However, others feel it is the people who make the program work, not the place.

"When you first go in, you are given a complete physical and psychological examination. It usually takes about a day and a half to get settled into the place, and a week before you are evaluated and put into a group. For that first week you just kind of walk around lost, you don't know what's going on. People don't know you, and you don't know them.

"That first week I was lonely, depressed and scared. I didn't know what I'd gotten myself into. People around

that place have such a different outlook on life after they've gone through it — all these people walking up and down the passageway, they talk to you, smile, laugh. They were a bunch of sickies — that was all I could think — let me out! This was the last thing I wanted, a dumpy old barracks. I thought the people themselves were strung out on something.

"Finally, I was put in with the rest of the guys. I knew the physical ropes by now, and I knew my roommate and a few others, so I had somebody to talk to. I began to feel better."

In the first week at the ARC each patient receives his medical examinations by a doctor and an interview by a counselor to determine if he is in fact an alcoholic. If he is found *not* to be alcoholic he is returned to duty or transferred to a hospital for whatever treatment indicated. If he *is* diagnosed as alcoholic, he remains at the ARC for six to eight weeks of treatment.

The first task faced by the ARC staff is to get the patient dried out so he can comprehend what's going on. That's why the first week may seem "lost" and "confused" to the new patient, as noted previously. If he reports to the center intoxicated he is usually sent to the hospital where he can be detoxified under close supervision by doctors.

## CAUSES AND CHARACTERISTICS OF ALCOHOLISM

Since the repeal of prohibition, interest in the age-old problem of alcoholism has slowly grown in the United States. Extensive research on it was first undertaken by the Laboratory of Applied Physiology at Yale University in the late 1930s. In 1935 Alcoholics Anonymous was founded, and in 1944 the National Council of Alcoholism was organized.

The work of these groups gradually led to the understanding that alcoholism is a destructive condition with specific causes and characteristics — in short, a disease. It is preventable and can respond to treatment. Previ-

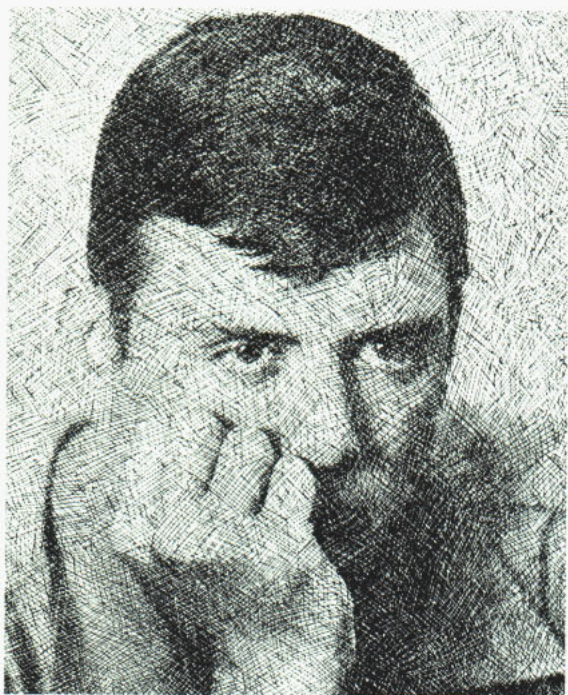
ously it had been considered simply a deplorable condition to be hidden or tolerated.

Within the past 20 years many other national organizations have also come to regard alcoholism as a disease, among them: The American Medical Association; the American Psychiatric Association; the Department of Health, Education and Welfare; the Department of Defense; and the Navy.

The disease is characterized by the loss of control over drinking alcoholic beverages. It is *chronic* because it continues for as long as the patient lives. An alcoholic never "recovers;" he can only check the disease by complete abstinence. It is *relapsing* because the alcoholic may slow down his drinking, or even quit, only to slip back to his former condition if he starts drinking again. And often it only takes one drink to put him back to his former alcoholic self. It is *progressive* because its severity picks up where it left off if he starts drinking again no matter how long he may have been on the wagon.

No one knows for certain how an individual becomes alcoholic. Theories have been advanced that the cause is environmental, hereditary; psychological or genetic. Most likely it is a combination of these. It is believed that some drinkers have some sort of natural tendency to become alcoholic after 10 or 12 years of drinking. This may explain why one person can become afflicted





This can be a prolonged, painful process when accompanied by withdrawal syndrome — a series of symptoms experienced by the alcoholic when he stops drinking. It may take the form of restlessness, shakes, sweating, agitation, delirium, terror, hallucinations — even convulsions. It can stop anywhere along the line, but the full-blown syndrome is delirium tremens (DTs). In the case of DTs without proper medical attention there's a mortality rate as high as 20 to 25 per cent. In extreme cases of alcoholism there may be brain or liver damage requiring extended hospital treatment.

Liberty is restricted for the first two weeks at the ARC while the patient is given an intensive education on alcoholism and problem drinking. He is also given a drug called antabuse, to be taken daily. It will not affect him when taken as prescribed, but if he drinks while on antabuse he becomes violently sick with nausea, palpitations, chest pain, vomiting, headache and prostration. Even an alcoholic will think twice before drinking on top of antabuse again. If the patient does drink at any time during his treatment at the center he is confronted

A participant in a group therapy session listens intently to his counselor.

by drinking a few beers a couple of nights a week, while it might take several tumblers of hard liquor every day to do the job on someone else. Yet, neither of these persons will necessarily become an alcoholic. Alcoholism is not a question of quantity or frequency. The alcoholic needs alcohol; he is addicted to it. That is the determining factor. The only certainty is that the alcoholic sometime, somewhere, somehow took a drink and got hooked.

This last prerequisite is the easiest to meet in an alcohol-oriented society like ours with all its pressures to "have one." Alcohol has become almost a staple of life in the United States, and our drinking habits show it. We drink for any variety of reasons; To mourn, to celebrate, because of loneliness. We use alcohol as a stimulant, antidepressant, sedative, analgesic, tranquilizer, aphrodisiac and soporific. We are urged to drink from all sides: A party isn't a party without alcohol; it is an integral part of business; the cowboy who orders sarsaparilla is a joke; a sailor isn't a sailor unless he is a hard drinker. Drinking is the main occupation during happy hours. The list goes on. The nondrinker may be ridiculed or held in contempt in a society brought up on the tradition of hard drinking makes a man. Is it any wonder that over 10 million Americans are alcoholic?

Although the causes may be different, the effects of

alcoholism are similar in every case — and it's all downhill.

In the early stages the alcoholic finds relief from his problems and tensions in alcohol and he gradually develops an uncontrollable need for it. He may begin drinking at specific times every day (pattern drinking). His tolerance for alcohol increases and he becomes preoccupied with drinking.

In the middle stages his dependency on alcohol increases and he begins to lose control of himself. He starts to drink in the morning, drinks more frequently and has increased memory blackouts. He begins to deteriorate physically and mentally. Family, job, legal and money problems increase because of his drinking and he loses interest in just about everything but his next drink.

In the late stages the alcoholic's tolerance decreases and he suffers successive periods of physical and mental exhaustion. He now has an urgent need for that morning drink. He has unreasonable resentments, loss of all willpower, lengthy drunks, indefinable fears and is unable to work. His liver, brain and other body tissues have badly deteriorated and he will probably end up in a hospital or sanitarium soon. His family and social life are nil. He is now obsessed with drinking and completely abandons everything else. He may seriously consider suicide.





by his counselor or in group therapy in an attempt to strengthen his motivation to seek sobriety. Continued refusal to abstain during treatment can result in the individual's discharge from the Navy.

Treatment at the center has benefited from the experience of the successful Alcoholics Anonymous program which is based on the mutual help of other alcoholics. At the ARC, however, it goes beyond this. Lectures and discussions by rehabilitated alcoholics and others knowledgeable about alcoholism are still important, but the ARC also uses group psychotherapy, educational movies and tapes, psychodrama, assertion training, individual counseling and marriage counseling. All patients are required to attend A. A. meetings. There are also special meetings, called Alanon and Alateen, for the alcoholic's wife or teenage children.

This involvement of the wife (or husband) and children is a most important part of the ARC's program. Dr. Pursch says that alcoholism is a family disease. Wives

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**"Studies show that 70 per cent of those who complete the Alcohol Treatment and Rehabilitation Program return to full active duty"**

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are encouraged to attend many of the treatment sessions with their alcoholic husbands. This helps the wife to understand his problem, how to cope with it, how it affects the family and what she can do to help him and herself. Some wives even though they are not alcoholics, have flown to Long Beach at their own expense and live in nearby motels in order to go through the entire program with their husbands.

"The center is going in the direction of family treatment," said Dr. Pursch. "If we had the money, I would like to see *every* wife who has an alcoholic husband at the ARC live in a separate barracks and go through the entire treatment with him."

The goal of each type of treatment used is not only to get the alcoholic to stop drinking, but also to help him understand himself better, to get pent-up guilt feelings out and to teach him how to function happily and productively without the use of alcohol. Patient Allen Macon was initially confused by the results of all this treatment, confused by the smiling people, apparently happily adjusted, he met in the first week. He did not realize these people had felt the same depression and loneliness at the beginning, or that only toward the latter part of their stay at the ARC had they climbed out of the bottle to find a new person within themselves. Their happy adjustment was due simply to the discovery of how great living could be — something they had not experienced for a long, long time.







"I was feeling pretty good when I was put into a group and went into group therapy, but then I suddenly became extremely confused again. People just whipped out their emotions — I felt I could never share emotions like that with anybody. And the honesty — that almost killed me. I just sat back in my corner and did my own thing. I had no intention of pouring out my personal problems to anybody in that place."

By the end of the first week at the center the patient finds himself a part of a group. The 75 or so patients at the center are divided into about seven smaller groups of about a dozen people each and put under the supervision of one counselor. An individual remains in the same group with the same counselor for as long as he is at the center. He gets to know the problems, feelings and hang-ups of every other person in his group, and they each get to know what's inside him. A deep understanding, caring and trust for each other soon develop within the group and this leads to mutual help.

The counselors themselves at the ARC are recovered alcoholics. Having been down that road they have a thorough understanding of an alcoholic's problems and what goes on in his mind. They are especially skillful in recognizing the many devices and manipulations used by the alcoholic to cover his feelings, and they can quickly bore through his shell and deflate him so that his denial can be exposed and he can be honest with himself. This, added to the counselor's willingness and zeal (as a recovered alcoholic) to help others afflicted with the disease, equals a strong force working in favor of the patient.

Military bearing continues to play an important role at the center. Reveille, uniform of the day, chain of command, etc., are all maintained, but group discussions and therapy conversation are conducted on an informal basis. Openness and honest feelings are the goal.

Sometimes a group session becomes a shouting match, sometimes many minutes pass without a word being spoken as the group contemplates what's been said. But no matter what course the discussion takes, when it is over someone in that group has become more honest with himself, has learned that his problem isn't as great as he thought it was, and that it isn't as bad to the others as he thought it would be. Both he and every other member of the group have learned something about themselves and taken a step forward in dealing with their problem — and their alcoholism.

Group therapy is the backbone of the ARC's program. In some cases however, "one-on-one" (individual) counseling is needed. The ARC counselors, chaplain

Above left: Antabuse is used in alcohol rehabilitation. Above: A patient listens intently during a group meeting. Left: A group therapy session.





and doctors are always available to do this. A counselor is on duty in the building 24 hours a day.

It's not at all unusual for a newcomer to the group to feel reluctant to open up, as Allen had, or even to feel outright hostility towards the group, counselors and everyone else connected with his being there. This is one of the biggest problems a counselor must overcome.

An ARC counselor remarks that one of the reasons a new patient may have hostility is because that's what he may have gotten from other people. He has learned not to trust anyone. One of the greatest tasks we have is to let him know that we care, that we understand, and that we understand his hostility. By being honest and

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**"Eighty per cent of the personnel on active duty two years after rehabilitation have been recommended for both advancement and reenlistment"**

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straight with him his defenses will somehow drop. Probably no one has ever done this with him before.

Continuing, Allen said, "I made the big step of realizing I was an alcoholic one day in a 'big room' lecture. A doctor was speaking.

"He said he was going to draw a line graph of how one becomes an alcoholic. He said there were 10 people at a bar, none of them admitting they had the symptoms. No one in the world could say which of these men would become an alcoholic.

"The doctor made a jerk in the line — increased tolerance. He said that's usually the first step one recognizes.

"Then the doctor went down the line of an alcoholic's symptoms: binges, benders, unreasonable resent-

ments, sneaking drinks, hidden supply of booze, loss of control or inability to abstain, family, financial or legal troubles (related to one's drinking), bodily organic changes, withdrawal symptoms and blackouts. This is not a complete list of symptoms, nor does every alcoholic experience all of them. When the doc finally got to the end of his list, my list corresponded with his on most items. And he was no longer in the early stages of alcoholism, he was talking about chronic alcoholism.

"That's when I realized that I must be a chronic alcoholic.

"I decided, then, to quit fooling. I knew I had the people there who could help if I wanted to do something about my problem. I decided to take a closer look at what was happening."

This is a typical "big room" lecture which is held on a daily basis. A former alcoholic shares his story, relating how he started, all the problems he had because of it and how he finally stopped drinking. All the details of the case are brought out, and he doesn't leave out sordid details. The speaker is saying, in effect, that you're having problems now because of your drinking, but you're not the only one who has had these problems. It's all been done before, so stop feeling guilty and do something about it. Namely, admit to yourself that you are an alcoholic and stop your problems at their source — the bottle.

The alcoholic needs a mirror of sorts, someone to show him what he looks like because he may not, or more likely will not, see his own image.

"Big room" lectures may be just the right treatment for one alcoholic, but they may not help another. No one knows what will get through to any particular person, (→)

**Confusion, hostility, intensity, sorrow and joy; some of the moods in the struggle to overcome alcoholism shows on faces of these ARC patients.**





# ALCOHOLISM: HERE ARE THE FACTS

- There are 10 million alcoholics in the U. S.
- Alcohol-related problems such as accidents, lost production, health and medical care and policing cost Americans an estimated \$25 billion a year.
- 15% of all Navy members evidence serious drinking problems.
- 70% of adults over the age of 18 drink; 8% of these will become alcoholic.
- 18% of adult drinkers over 18 years of age are classified as heavy drinkers; 40% of these will become alcoholic.
- Alcoholism is completely nondiscriminating; no ethnic, racial, religious occupational or sexual group is immune.
- Among alcoholics:
  - Only 3% are skidrow bums.
  - 75% are men (but cases among women are rising).
  - 97% (of the male alcoholics) are employed.
  - 37% are high school educated.
  - 50% attended or graduated from college.
  - 45% are professional or managerial.
  - 30% are manual laborers.
  - 25% are white collar workers.
- It usually takes between 10 to 12 years to develop alcoholism; however, alcoholic teenagers and those in their early 20s are becoming more and more common.
- Alcoholism costs industry from \$1500 to \$4000 per year per alcoholic.
- On-job efficiency of an alcoholic is 50% below that of the nonalcoholic.
- He averages 22 days' absenteeism per year.
- Industrial accidents are twice as common among alcoholics as nonalcoholics.
- One-third of all divorce and juvenile delinquency cases are associated with alcoholism in a family member.
- One-third of all arrests are for public intoxication.
- 40 to 50% of those in prisons for felonies are alcoholic.
- Auto accidents are seven times as frequent among alcoholics than among nonalcoholics.
- Alcoholism is at least 20 times the problem of drug dependency.
- Alcoholism is the fourth greatest public health problem in the U. S. (following heart disease, cancer and mental illness).
- About one in eight of current VA hospital patients suffer from alcohol-related disabilities.
- An alcoholic requires four times as much medical attention as the nonalcoholic. The average Navy alcoholic spends five times as many days in hospitals before treatment for alcoholism as he does after treatment.
- Heavy drinking can damage the emotional and intellectual centers of the brain and result in personality change.
- 90% of the alcohol a person drinks is oxidized by the liver, changing first to acetaldehyde (very poisonous), then to acetic acid (vinegar) and finally to water and carbon dioxide.
- A recent government report indicates that heavy drinkers run a far greater risk of getting certain kinds of cancers than nondrinkers.
- Alcoholism is the third leading cause of death in the U. S.
- One-third of all suicides are committed by alcoholics.







so, at the ARC, they try everything. These lectures also serve to remind and reinforce the recovered alcoholic, or the patient who is on the road to sobriety, of the problem he has had and will have if he falls off the wagon. The alcoholic needs all the reinforcement he can get.

"I had finally admitted to myself that I was an alcoholic, yet I still had some hostility toward the group and the people there.

"My hostilities came out slowly. At one point in particular, during the fourth week, I realized I had a very low estimation of myself — I was very resentful. It occurred during what we call a psychodrama. I was not participating, but it got me so bent out of shape that I came home, pounded on the table and decided nobody in the world could make me go back to that bottle. I'm too damn good for that."

Psychodrama is effective as a therapy in bringing out hostilities commonly found in alcoholics by having the patient himself act them out. Others participate by assuming the roles of other characters in the situation. Still others in the audience interject their thoughts by stepping forward to speak behind, yet through, one of the actors. As the drama unfolds everyone is drawn into the action. The scene becomes charged with emotion. Many share the main character's problem but all are intent on helping him.

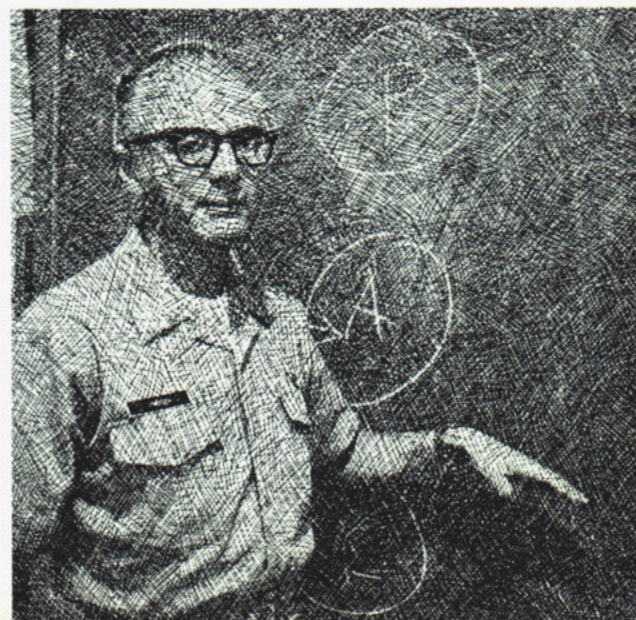
This is what psychodrama encounter is all about — identification of problems, and working them out as a group. The patient is helped by confronting what he feels was the cause of his problem, by facing that problem itself and by talking about it openly. Seeing the problem from a different viewpoint, or by realizing that it is not unique and that others have the same problem, or worse, are also helpful. These, along with the understanding of the whole group, may be just what he needs to overcome his hang-up.

"When I admitted my alcoholism and learned to deal with my frustrations, things began going uphill.

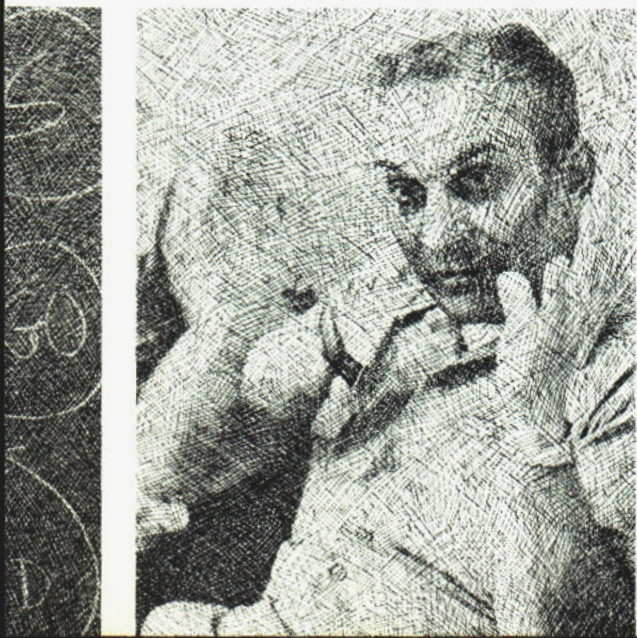
"As I said, before I went into the ARC I had little self-esteem, I felt as though my life was pretty helpless. I didn't know how to face problems. I was in a state of semi-anesthesia and stayed under the influence just enough so I didn't have to worry about the Navy, my home life or any other problem. When I started to worry, I'd just go to my bottle. That was the biggest problem I had, and the hardest thing to do was face it.

"Now I've faced it and I quit drinking. That's where the ARC played such an important part.

When the ARC effort is having difficulty in getting through to a patient, his counselor will recommend that he go before an empathy board. This board is made up of one patient from each individual group who has been making good progress. The board members try to get through to the man by sympathizing with him and per-







suading him to relax and give the program a chance.

If the empathy board fails, he goes before a board of all the counselors. The ultimate step is to remove him from the clinic's program. All the counseling in the world will do him no good until he decides for himself that he wants the help offered by the ARC.

Of those leaving the ARC, more than a few may have a relapse at some future time. Dr. Pursch stresses this should not be considered a disaster or sign of untreatable alcoholism. It's tough to overcome any drug problem, and alcohol is a drug. The treated alcoholic who falls off the wagon can be expected to seek help again. Why? Because his drinking is no longer enjoyable — at least not as it once was. Also, the relapse convinces him that a real problem exists. Mild relapses are treated by outpatient counseling. In severe cases, the patient is readmitted to the ARC for a repetition of the course or is recommended for discharge and referred to VA for further treatment. Such cases are evaluated on an individual basis.

"Today, right now, I feel like I'm worth something. I feel like I'm going somewhere, my marriage is better than it's ever been, and I can cope with my job. I feel that I can make a decision and stand on it.

"Obviously, it's not good to be an alcoholic. But I know this, a very common feeling among some rehabilitated alcoholics is that, had they not become alcoholics, they would probably still be wondering where they are going in life.

"I'm like that, and I'm grateful because now I see where I'm going."

The change in a person who successfully completes the ARC program is nothing short of fantastic. He's a new person, and certainly a better one.

In fact, he's a better person than a lot of people who are not alcoholic and have not gone through the ARC.

He has learned how to cope with his problems as an adult, how to deal with frustrations and other people in a mature way, and, above all, to be completely honest with himself. He has — to paraphrase the Alcoholic's Prayer — found the serenity to accept the things he cannot change, the courage to change the things he can, and the wisdom to know the difference.

The Long Beach ARC is more than just a rehabilitation center for alcoholics, it is, as Dr. Pursch says, "a school for living."

— Story by JO1 Tom Jansing  
— Photos by PH1 Rich Pendergist

Top: Patients and doctor (right) talk following CO's meeting with under-25-year-old patients. Far left: Dr. Pursch, ARC's CO, explains Transactional Analysis, one of the many psychiatric tools used by ARC staff. At left: ARC counselor CSCS(SS) Clarence Becker reflects the intense dedication of entire staff as he discusses Long Beach program.





# ARC LONG BEACH HOW IT ALL STARTED

The Long Beach Alcoholic Rehabilitation Center (ARC) was the Navy's first. It was really a pioneer program in the military establishment — the first large center among all the armed services. From this seed has



CDR Jewell



CAPT Zuska

grown the present worldwide network of alcoholic rehab facilities which offer help and hope to thousands of alcoholics in the Navy, Marine Corps and Coast Guard. That first ARC, and the entire program which resulted, was the product of the hard work and dedication of two men and a series of lucky events.

About nine years ago a retired Navy commander named Dick Jewell, a recovered alcoholic, saw that something needed to be done to help others in the Navy who shared his problem.

"It gave me quite a pain to think my beloved Navy was in trouble," he said. "I got to thinking maybe I was the man that could do something, maybe my three stripes would be just enough, but not too much to scare anybody, to get some action."

With this in mind, CDR Jewell set out to see a doctor he knew in USS *Haven* (AH 12), a hospital ship tied up

in Long Beach at the time. He wanted to see if he could get a recovery program going there.

"I was lucky to find a parking space by the dispensary, and when I got out of my car I leaned against it for a minute to ask for guidance. From then on I don't think I was in charge, everything seemed to be placed where it should be.

"I had no other idea in my mind than to see old Doc Davis in the *Haven*, but for some reason I turned and walked straight into the dispensary. I didn't even want to go there."

Once inside he wasn't sure who he needed to see. He wandered into the psychiatrist's office and met a doctor who was, as CDR Jewell puts it, "willing to listen to a guy who walks in, admits he's a drunk and asks a favor." The psychiatrist took him to see the dispensary's CO, CAPT Joseph Zuska. This was a second stroke of luck — Dr. Zuska happened to be Johnny-on-the-spot.

"I think he had been trying to help alcoholics all through his career but wasn't having much luck with them," CDR Jewell said. "He was ready to try anything when I showed up. He had no obligations, his career wasn't on the line or anything, so he snapped up my offer."

Dr Zuska and CDR Jewell went to see the station's skipper for permission to hold an A. A. meeting on base. They also needed a meeting place since there was no room in the dispensary. This was another link in the chain of lucky events.

"It just so happened the skipper didn't have any bones to pick with the world," said CDR Jewell. "He had no problems so he was receptive and told us to go ahead and do it. He even offered to let us use his conference room for meetings.

"We decided that any place other than the conference room would be better. To get to it you had to walk down a long passageway, past office doors with signs reading — XO's secretary, XO's office, CO's secretary and CO's office. Then you had to cross a quarterdeck with a bunch of quarter-inch line and other stuff before you finally got into the conference room with its long, green, felt-covered table. It looked mighty suspicious, like it might be officers' country and you were going in to make a big confession."

The two men walked around the station for over a week, trying to find a suitable place for their meetings, but could find nothing better than the conference room. On the night of 20 Feb 1965, five people sat down in that room for the first meeting at the Long Beach Naval Station.

"Those first few meetings were something," CDR Jewell said. "One member, a local officer, always brought his two big old police dogs to the meetings and they would play over the table, under the table, all over the place. It was distracting, but it didn't bother him any; he just went back to the office and had a snort. The rest of us had to do this sober. But we managed."

CAPT Zuska and CDR Jewell continued to work together on their project. They went around to the ships trying to drum up business for their meetings, found



meetings in the area which the men could attend, went to conventions and meetings together, held regular brownbag lunch conferences in Dr. Zuska's office and studied the problem of alcoholism.

"By the end of the second year we had eight or nine people in the group and we managed to get the use of a little quonset hut near the dispensary." CDR Jewell went on, "We thought we had it made after we moved into that thing. It had a small meeting room, two heads, a little galley and a room in the back for an office. We thought we'd never want anything else.

"We also got one good old boy into the group who really impressed everyone, an EMC named Floyd Lancaster. The first thing you know, Dr. Zuska was stealing him off his ship and then got him assigned to our group full time. Floyd was our first full-time counselor."

The meetings grew in size and one day they decided to start a clinic for alcoholics. The idea wasn't exactly greeted with cheers by everyone, and they had many battles to fight in the beginning. One time, for example, the station CO called Dr. Zuska in and told him to get his outfit off the base; it was an embarrassment, he said. CAPT Zuska managed to get help from "higher authority" and the clinic stayed.

"CAPT Zuska told me to arrange the meetings and do what I could for these guys — he would fight the battles." CDR Jewell said. "If he hadn't had those four stripes and been one of the most senior medical officers in the whole Navy, we would have lost many, many times."

In August 1967 the Long Beach Alcoholic Rehabilitation Center was officially established under the sponsorship of the Bureau of Medicine and Surgery. The meetings were still being held in the quonset hut and they were having trouble finding living spaces for patients. They managed to slip them into the dispensary for a while, but as the patient list grew that became too crowded. Later they got the upper floor of old building 63, the medical hold barracks. Then the program really got rolling and they were given all of building 63 for the clinic. This summer the ARC moved into a new wing of the Long Beach Naval Hospital.

In August 1971 the Chief of Naval Personnel, at the direction of CNO, established the Navywide Alcohol Abuse Control Program. It now includes four other ARCs, 14 smaller facilities at naval hospitals around the world called Alcohol Rehabilitation Units (ARUs), four alcohol Rehabilitation Drydocks (ARDs) located at naval stations and over 150 designated collateral duty alcoholism counselors (CODACs) in ships and isolated commands. Today there are also 53 drydock Alcoholics Anonymous groups throughout the Navy world. All of them were sponsored by Drydock Group No. 1 from which the Navy's entire alcohol prevention program stems and which was born at Long Beach Naval Station on 20 Feb 1965. Drydock Group No. 1 will celebrate its 10th anniversary on 20 Feb 1975 with alumni from all over the world in attendance.

When CAPT Zuska retired from the Navy he was succeeded by CAPT. Joseph A. Pursch. Dr. Pursch is a

flight surgeon and a psychiatrist who was recently nominated a Fellow of the worldwide Aerospace Medical Association.

"Pursch is a good man to follow Zuska," CDR Jewell said. "With the battles of establishment over, what we needed was a smooth operator. That's what we got. Pursch has an uncanny ability to attract the right people onto the staff, and he's running the place exactly right."

The Long Beach ARC's luck continues to run good.

## ATU SAN DIEGO A HELPING HAND

As the Navy's alcoholic rehabilitation efforts grew it became apparent that a coordinated, in-house training capability was needed to fill the ARC, ARU and ARD staffs and the CODAC billets. (For your information, ARC stands for Alcohol Rehabilitation Center, ARU means Alcohol Rehabilitation Unit, and ARD is an Alcohol Rehabilitation Drydock and CODAC is a Collateral Duty Alcoholism Counselor.)

To meet this need for in-house training, BuPers established the Alcohol Training Unit (ATU) at the San Diego Naval Base in 1971.

Under the direction of Mr. Bernard A. Maki, the ATU instructor staff is made up of education specialists, audiovisual specialists, psychologists and management consultants. All have education and training in the field of human resources management and alcoholic rehabilitation and most are Navy veterans.

Students at the ATU are naval officers and enlisted men and women and Navy civilians. Many are rehabilitated alcoholics themselves. The 12-week ATU counselor training course they attend includes lectures, films, rap sessions and reading assignments. It teaches the causes of alcoholism, its symptoms, how to recognize the disease and the physical, emotional and social effects of alcoholism. Students learn how to use therapeutic modalities such as Alcoholics Anonymous, group therapy, psychodrama and individual therapy. They also learn the thought processes of an alcoholic through a basic course in psychiatry, including transactional analysis. Finally, they learn how the Navy's alcoholic rehabilitation program is organized, how it works and organizational and management techniques.

In addition to training counselors, the ATU is also responsible for assisting the Chief of Naval Education and Training in developing special curriculums dealing with alcoholism. These are designed to be taught at Recruit Training Commands, Officer Candidate School, the Naval Academy, leadership/management training schools and other formal Navy schools.

The ATU also conducts a two-week Alcohol Familiarization Course as well as special seminars for representatives of the Office of Civilian Manpower Management, the JAG Corps, Medical Corps personnel, chaplains and law enforcement personnel. Many of these courses are put on videotape and are available for loan from the ATU library.

— t. j.



# TAFFRAIL TALK

Those folks who build model ships in bottles don't have anything over the boat-building crew in Washington State that builds models for the Navy. They, too must be absolute in their exactness to specifications.

Take the quarter-scale destroyer model constructed of aluminum which was destined to undergo 18 months of stress-testing to determine what 15 years of simulated age will do to an aluminum-hulled ship. The hitch being the 40,000-pound, 85-foot-long ship had to be transported from Tacoma to Bethesda, Md., home of the Navy's Ship Research and Development Center.

How to get it there?

Fly it. But first, make sure it'll fit inside the plane. So the designers set out to develop a destroyer, to scale, that could sit within the cargo compartment of a C-5 *Galaxy*, the world's largest aircraft.

On delivery day, it was found to be a tight squeeze — barely a foot to spare — but, with the help of a dozen sailors from the Tacoma-based destroyer USS *Orleck* (DD 886) and minesweeper *Implicit* (MSO 445), the 24,560 cubic feet of model destroyer was slipped into the C-5's hold at McChord AFB and flown to Andrews AFB near the research center. According to Air Force officials, it was the largest bulk cargo ever airlifted by the giant plane.

★ ★ ★

Things happen no matter how many people check the product, even in the magazine publishing business. With red face, we must admit the inadvertent omission of a credit line to NIRA staff photographer PH1 (AC) Rich Pendergist for the photographs he made for the article "199 Years of Proud Tradition," ALL HANDS, October 1974, pp. 2-7.

Since May 1974, when ALL HANDS became a part of the Navy Internal Relations Activity, Rich has been on the run (or up in the air) carrying out his numerous duties as photo editor for DIRECTIONS magazine and photographer in residence for the rest of NIRA. All this makes Rich a very busy man and he managed to fit in the "Proud Tradition" story between a trip to Newport, R. I., to do a feature on Officer Candidate School (see ALL HANDS, September 1974) and a three-week trip around the country to cover ship construction on the East and West Coast, plus the Gulf — followed by many hours he must spend in the darkroom. Anyone who is that busy deserves all the credit due him.

Before coming to NIRA Rich graduated from the Navy Journalism Course at Syracuse University. He has also served with the Atlantic Fleet Combat Camera Group (where he directed multi-media programs), First Naval District Headquarters, USS *Okinawa* (LPH 3), NAS Norfolk and USS *Antietam* (CVS 36). Some other assignments he has photographed are the Presidential visit to Italy, surveillance of the Soviet Navy in the Mediterranean and Operation Snowy Beach, a joint amphibious operation in Maine.

*The All Hands Staff*

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Right: A child waves to his father on board the USS *Midway* (CVA 41) as the carrier prepares to dock. (See photo on inside front cover.) Many of the crew's families now make Japan their home for the three-year period the ship is homeported in Yokosuka. Photo by PHCS William M. Powers.







in this issue:  
**A SOBERING LOOK  
AT ALCOHOLISM**



-and what the NAVY is doing  
about Alcohol Rehabilitation